New models debut at the Cologne Show

CYCLE NEWS®

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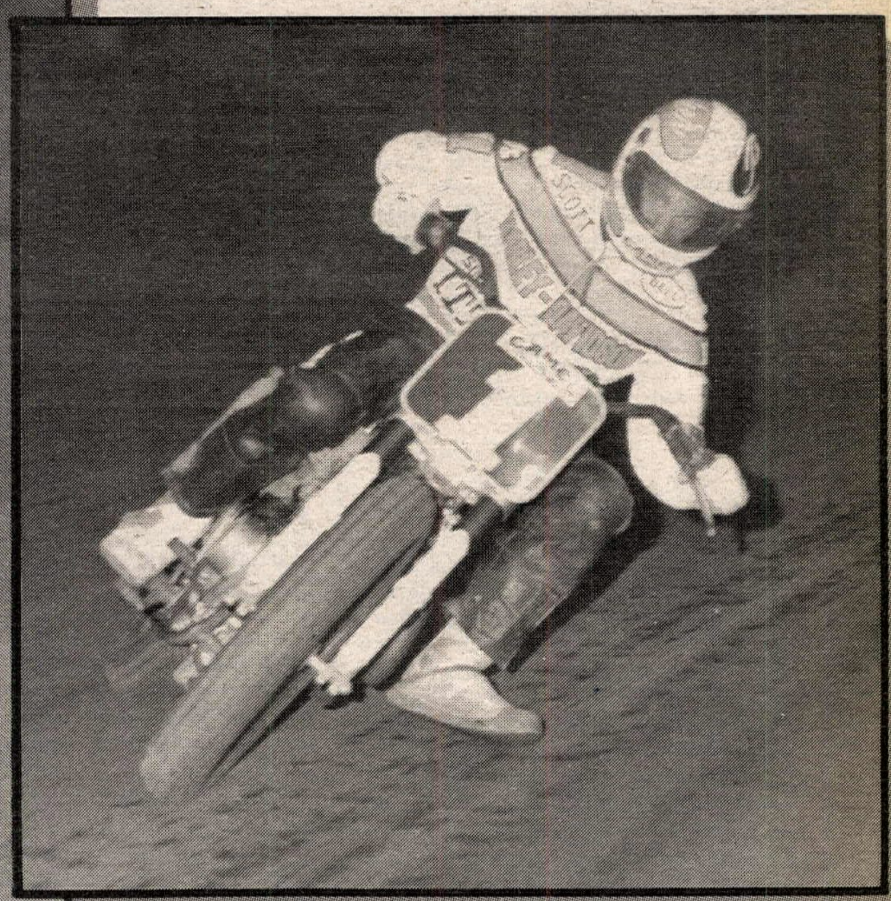
Camel Pro Series

Sacramento Mile win earns Parker third straight Number One plate!



Title duels continue at Maryland Nat'l MX

TIME DATED MATERIAL MAILED OCTOBER 9, 1990

IN THE WIND By Papa Wealey

Italian **Fabrizio Pirovano** (Yam) won both legs of the rain-sodden Italian round of the World Championship Superbike Series in Monza, Italy, on October 7. Pirovano topped Stephane Mertens (Hon) and Raymond Roche (Duc) in the first leg, and then beat Baldassarre Monti (Hon) and Rob McElnea (Yam) to win the second leg. American **Jamie James** (Duc) finished seventh in the first leg and eighth in the second. After 10 rounds of the 13-round series, Roche leads Mertens, 318-255, in the championship point standings. Third place is held by Pirovano with 244 points.

Team Suzuki Endurance (Suz) won the October 6 WERA Kerker/SBS National Endurance Road Race Series round, a six-hour race at Indianapolis Raceway Park. Hall N' Still Racing (Suz) finished second, six laps behind the winners. Indianapolis-based TBA Racing (Suz) edged out sister team TBA Racing II (Suz) for third place by 27 seconds, giving Suzuki a sweep of the top four places.

The October 7 WERA **Formula USA** road race at Indianapolis Raceway Park was canceled due to heavy rains and track flooding. The round will be made up by a Formula USA race being run at Road Atlanta on November 1. The tenth and final round of the series will be held as scheduled at Road Atlanta on November 4.

Scott Summers (Hon) scored his sixth AMA Grand National Cross Country Championship Series win of the year with a victory at the Forest Festival 100 National at Elkins, West Virginia, October 7. Second place went to nine-time National Cross Country Champion Ed Lojak (Yam), followed by Jeff Russell (Yam), Kevin Brown (KTM) and Tim Shephard (Yam).

Randy Hawkins (Suz) extended his series points lead over Kevin Hines (KTM) with the overall win at the second-to-last round of the AMA National Championship Enduro Series in Forest Hill, Louisiana, October 7. Hines finished second, while Allen Gravitt (KTM) rounded out the top three.

Mike Faria won the U.S. National Speedway Championship at the Orange County Fairgrounds in Costa Mesa, California, October 5. Faria defeated Alan Christian in a four-lap runoff after they ended the regular program tied for first with 13 points each.

Silly season GP rumors are starting to run rampant. Reportedly, former 500cc World Champion **Franco Uncini** will field a Yamaha-mounted 500cc GP team in 1991. The Italian has a major sponsor, although he is not saying who that sponsor is at this time, and riders being mentioned are AMA Superbike National Champion **Doug Chandler** and Italian Superbike racer **Giancarlo Falappa**; headlines in England's Motorcycle News, however, say that **Eddie Lawson** will be the team's number one rider. Uncini is apparently working closely with Marlboro Roberts team owner Kenny Roberts, and published reports from Europe say that the Roberts team will help Uncini's team with technical advice.

Doug Chandler, however, knew nothing of the proposed Uncini team when questioned on the subject at the Sacramento Mile on October 6. "I haven't talked to anybody lately," Chandler said. "I hope to have things figured out some time this month."

Other rumors from Europe have former 125cc World Champion and current 250cc GP competitor **Alex Criville** leaving Giacomo Agostini's Marlboro Yamaha team and joining a Marlboro-backed Aprilia team with West German **Martin Wimmer.** Criville was scheduled to race in the September 30 Superprestigio event in Spain, but his Yamaha never made it to the circuit.

Also rumored is Brazilian **Alex Barros** signing with Lucky Strike Suzuki to team with Texan Kevin Schwantz. Barros, who rode for Cagiva in 1990, is also scheduled to test a new Cagiva in the next few weeks, even though the Italian team has said they wouldn't be fielding a team in '91. Italian **Pier-Francesco Chili** has also been invited to the test session. **Kevin Magee** is currently under contract with Lucky Strike Suzuki, but it is not known at this time whether the Australian can come back from the head injuries he suffered at the U.S. GP in April. **Niall Mackenzie**, who rode the Suzuki in place of Magee in 1990 and finished fourth in the championship, may end up without a ride in 1991.

What's **Randy Mamola** doing in 1991? Reports say that the Californian is high on Gauloises Yamaha's shopping list for a 1991 500cc GP ride.

General Jerry Ralph Curry, administrator of the National Highway Traffic Safety Administration, graduated from a Motorcycle Safety Foundation **RiderCourse** in Alexandria, Virginia, September 30. Curry, a highly decorated combat veteran, enrolled in the course with Skipp Calvert, his press secretary. Both graduated without any of the other students knowing who their classmates were — or why they were taking the course. General Curry's MSF-certified instructor was Dominic Wasielewski, and he was assisted by Chuck Stewart, both of the Virginia Rider Training Program, operated under the auspices of Virginia Department of Motor Vehicles. Robert Rasor, AMA vice president of government relations, said he was delighted by the news. "We have encouraged General Curry to take a RiderCourse for some time. This can have very positive effects for motorcycling."

Suzuki's **Larry Ward** suffered a partially dislocated right shoulder as the result of a practice crash and was unable to compete at the October 7 National Championship 125/500cc MX in Budds Creek, Maryland.

Factory KTM rider **Keith Johnson** had two bikes and a complete tool set stolen from his truck prior to the Budds Creek National MX. KTM sent another bike to Maryland where Johnson finished eighth in the first 500cc moto and retired from moto two with a broken wheel. Anyone with information on the bikes should call 617/826-8050.

Bill R. Myers, 66, passed away on September 25 at his home in Wichita Falls, Texas. Myers was one of the top Expert racers in the nation in the years after WWII, racing out of Harry Steltzer's Harley-Davidson shop in Houston and his father's Harley shop in Wichita Falls. As a field rep for Beck Distributing Corp. in the '50s, he helped set up many firms including Florida Cycle Supply, Nichols of Chicago, and KK Motorcycle Supply. In the '60s, he was involved with American Eagle motorcycles and later, along with Harry Crook and Frank Harrison, formed Nortex Distributing, which distributed Bridgestone motorcycles. Myers, a Charter Life Member of the AMA, was an active member of the Kickapoo Kowboys M.C. until his death. He is survived by his wife Evelyn, mother Dolly, brother Jack, daughter Debra Sanders, and stepsons William Myers and Joe McBride. Cards and letters can be sent to Evelyn Myers, 4208 Emerson, Wichita Falls, TX 76309. Donations in his memory may be sent to the Elks Hospital, Ottine, TX 78658.

The **U.S. 500cc MX GP**, which took place at Glen Helen OHV Park in southern California on August 26, will be telecast nationwide on Sports Express the weekend of November 10-11. Sports Express is a nationally syndicated sports program featuring a wide variety of event coverage. Viewers should consult their local listings to determine the exact date, time and channel that Sports Express will air the American Honda-funded GP show.

The foursome of **Doug Schopieray, Steve Faraci, John Parker** and **Marty Lewis** shot a 68 to win the **6th Greater Camel Open** in Sacramento, California, October 5. The scramble golf tournament is an annual event sponsored by R.J. Reynolds and held prior to the AMA Camel Pro Series Sacramento Mile season finale. The formentioned foursome beat the team of Will Davis, Aaron Hill, Danny Malfatti and Bryan Roberts in a playoff. AMA Superbike Champion Doug Chandler won the longest drive contest and Larry Parmeter took the closest-to-the-pin competition.

What will **Scott Parker** do to relax after winning his third straight AMA Grand National Championship? "I'm going up to Reno (Nevada) to gamble," Parker said. "Not the whole $100,000, just a few dollars. Then I'll have a week at home to relax and then we'll (Parker and friends, including Jay Springsteen) go up to St. Helen (Michigan) for our end-of-the-year bash. After that I go deer hunting and then I'll go to Italy to race in December. That should be fun because I've never been out of the country, except for Canada. Then it's back to ice racing and before you know it, it's time to get ready for next year."

Eastern Creek, the new road racing facility near Sydney, Australia, which will host the upcoming April 7 Australian Grand Prix, will name three of its corners and one straightaway after four of Australia's motor racing World Champions. **Sir Jack Brabham, Kel Carruthers, Wayne Gardner** and **Alan Jones** will have portions of the circuit named after them.

Road racers heading to **Daytona International Speedway** for the October 26-28 AMA/CCS Championship Series finale will find a "new" chicane on the 3.56-mile road circuit. The chicane hasn't been moved or changed, only resurfaced.

Garage spaces for the AMA/CCS event at Daytona are on a first come, first served basis. Riders will be allowed into the speedway shortly after registration opens at 8 a.m. on Thursday, October 25. Tech inspection begins at 9 a.m.

Friday, October 26 is a **free day** for grandstand spectators at Daytona. Those spectators will be given the opportunity to watch the GTU and GTO finals, beginning at 2:30 p.m.

The final round of the **AMA/CCS EBC Brakes Endurance Challenge Series** has been **rescheduled** to a 1:30 p.m. starting time on Sunday, October 28, at Daytona International Speedway. The Middleweight Supersport and Heavyweight Superbike Expert finals will now close out the 12th edition of the AMA/CCS Race of Champions.

The **9th Annual True Grits Fun Run**, an event limited to 50cc street-

Yamaha unveils 1991 WR200R & WR500

Yamaha recently unveiled two new 1991 off-road models. Joining the already existing WR250 in Yamaha's off-road lineup will be the WR200 and WR500.

The WR200, which will be in direct competition with Kawasaki's popular KDX200, features a water-cooled, reed-valve induction, a exhaust power-valve, and a two-stroke motor which is tucked inside a YZ125-based frame and chassis. Suspension components include a 41mm inverted fork and a new Deltabox swingarm. It also comes complete with an odometer, lights, and U.S. Forestry-approved spark arrester.

The 1991 Yamaha WR200R (above) and the WR500 (below).

Unlike the 200, the WR500 is almost all-new. Except for some minor modifications, the air-cooled 487cc motor is the same mill as used in the discontinued YZ490 motocrossers. The frame and chassis, however, use basically the same components as the YZ250, including the Deltabox swingarm, the inverted 43mm Kayaba fork, shock, rear suspension linkages, brakes and wheels.

Other features include a removable aluminum rear sub-frame section, lighting capability, and a five-speed, wide-ratio transmission.

Both the WR200R and WR500 are expected to be released in January, 1991.

legal motorcycles, will take place on Sunday, October 21, in the north Georgia mountains. The event will start and finish at the T.W.O. Campgrounds in beautiful downtown Suches and, according to the event's organizer, pre-run ceremonies will feature a "tickertape parade in downtown Suches at 8:15 a.m., opening remarks by the mayor of Suches at 8:16 a.m., the tape-delayed singing of the National Anthem by Rosanne Barr at 8:16 a.m., rookie orientation at 8:17 a.m., and tire burnout/warm-up at 8:18 a.m." Yep, it's a fun run, folks. For more information, call 404/963-5477.

Team Yamaha's **Damon Bradshaw** and femme motocrosser **Mercedes Gonzalez** are among the early entrants for the October 27-28 **Honda Top Gun Showdown MX** at Muddy Creek Raceway in Blountville, Tennessee. The event is sponsored by 12 Honda dealers from three southeast states and is the final round of the Pizza Plus-sponsored Mega Series.

Road racer **Rich Oliver** broke two bones in his right wrist, two broken fingers on his right hand and a broken left thumb in his crash during the Superprestigio International 250cc race at Calafat in Spain, September 30. According to Spanish journalist Dennis Noyes, the Marlboro Roberts rider from California impressed many in what was his European road race debut. Oliver, who was riding a Yamaha YZR250, finished second behind John Kocinski in the first leg of the three-race event, but crashed in the second leg when Spaniard Daniel Amatriain weaved on the front straightaway and knocked Oliver off.

Spaniard **Carlos Cardus**, who finished a close second to John Kocinski in the 1990 250cc World Championship, suffered a chipped vertebra in his back, a crushed right knee joint and a broken left ankle in addition to broken ribs in his pre-Superprestigio practice crash at Calafat. West German **Helmut Bradl** also suffered a broken leg in a practice crash at Calafat.

California motorcyclists who are (should be) looking ahead to the November 6 elections should be aware that Democratic gubernatorial candidate **Dianne Feinstein** is telling TV viewers via a graphic in a commercial that she is "endorsed by the Sierra Club." Need another reason to vote for **Pete Wilson** for governor of California?

A group of American dirt trackers will be competing in a three-round dirt track series in Bologna, Italy, on December 7-9. The group, led by Grand National Champion **Scott Parker** and **Chris Carr**, will race on short tracks (260 and 400 meters) in conjunction with the Bologna Motorcycle Show. Also expected to join the top two dirt trackers are Jay Springsteen, David Durelle, Mike Hale and Doug Chandler. Ron Wood Racing will be shipping 12 Wood-Rotax bikes to Italy for the event. "I think it will be interesting," Carr said. "It should be good for American-style dirt track racing. It will show these people how guys like (Wayne) Rainey, (Eddie) Lawson and (Kevin) Schwantz started."

North Carolina's Asbury Moto-X Park will host the October 27-28 **Stop Child Abuse Now MX**. The event will benefit the child abuse center in Winston-Salem. For more information, call 919/765-0221 (daytime) or 784-6513 (evenings).

Entry forms are now available for the **19th Annual Winter National Olympics** that will take place November 19-24 at Gatorback Cycle Park in Gainesville, Florida. Over $175,000 in contingency awards have been posted, including $69,920 in YZ Bucks from Yamaha, $35,200 in certificates from Suzuki, $20,700 in Team Green Bucks from Kawasaki, and $13,800 in certificates from Honda. Expert/Pro-Am riders will compete for a $8700 purse. For entry forms or more information on the event, call WorldSports at 813/822-8929.

KTM America will sponsor the final round of the 1990 AHRMA Vintage MX Series at New York's Unadilla Valley Sports Center, October 13. KTM will also have its bikes on display that day and during the AMA National Championship 125/500cc MX the following day. Notable pre-entries for the AHRMA National include two-time 500cc World Champion Jeff Smith and Barry Higgins.

According to California Trail Rides' Larry Langley, the date for the **Inyo 250 Dual Sport trail ride** near Independence, California, has been changed from October 20-21 to November 10-11. It turns out that October 20 is the opening day of hunting season and since 1000 deer tags (licenses) have been issued for the Independence area, the U.S. Forest Service will not let the event take place at the same time hunters are roaming about. Papa goes along with that!

Defending 125cc MX National Champion **Mike Kiedrowski**, who leads the 125cc National point standings as a Team Honda rider, has signed a Kawasaki contract for 1991. Kiedrowski, who began his professional career as a Team Green-supported rider, will ride the 250cc class in the Camel Supercross Series and will likely remain in the 125cc class for the Nationals. **Jeff Matiasevich** renewed his contract with Kawasaki and will move to the 250 and 500cc classes for next year's Nationals. **Jeff Ward** will complete the second year of his two-year contract with Kawasaki in 1991.

Honda will field a three-man team for the 1991 Camel Supercross Series and 250/500cc Nationals. **Jean-Michel Bayle** will remain at Honda for another two years and joins **Jeff Stanton,** who recently signed for another three years with Honda, and **Rick Johnson,** who will complete his final year of a three-year deal. Honda will return to the 125cc class in full force, having signed **Jeremy McGrath** and **Steve Lamson** to ride the Western Regional 125cc Supercross Series and **Brian Swink** for the Eastern Regional Series. According to Honda MX Team Manager Dave Arnold, the 125cc team will be managed by Pro Circuit, who will also do all of the engine modifications. Arnold also says that Pro Circuit owner Mitch Payton is currently pursuing a major sponsor to help support the team.

Damon Bradshaw has signed a contract which will keep him at Yamaha for another three years. Yamaha MX Team Manager Keith McCarty will make an announcement about his teammate(s) at a later date.

There's no official word on the **1991 Suzuki MX team lineup,** but **Mike LaRocco** will be back to complete his two-year contract and **Guy Cooper** says he has a job at Suzuki next year, regardless of the outcome of the National Championship 125cc MX Series where he's second, one point behind with one round remaining.

Motocrosser **Jean-Michel Bayle** has his eye on road racing in the future. His new Honda contract allows him to test a 250cc GP road race machine in practice sessions.

Hansen Dam Park in Sylmar, California, will be the site of **AMA Dirt Day** on Saturday, November 3, in conjunction with that evening's AMA Pro Awards Banquet in Long Beach. Owners of classic dirt bikes are invited to display their bikes at Hansen Dam Park. Products donated by manufacturers and aftermarket firms will be raffled off at 3 p.m., with all proceeds going directly to the AMA District 37 Legal Defense Fund. A special pin will be available featuring the late Ted Boody who, along with four-time Grand National Champion Carroll Resweber and TT and desert racing ace Eddie Mulder, carried number 12 on the Grand National Championship Series circuit.

American Motorcycle Institute (AMI) of Daytona Beach will again throw open their doors to competitors at the AMA/CCS Race of Champions. Shop facilities at AMI, which is located adjacent to Daytona International Speedway, will be open 24 hours a day October 24-27 for teams to make adjustments or repairs to machines. Work space and even dyno time can be arranged in advance by calling AMI at 800/874-0645 during business hours.

The **Asphalt Oval National Motorcycle Championship** will take place on Saturday afternoon, October 20, at **South Boston Speedway** in South Boston, Virginia. Racing will be conducted on a three-eighths mile, high-banked oval and machinery is limited to 500 and 600cc bikes and Goodyear CD-5 and CD-8 tires are the only tires allowed. The event will offer a $10,000 purse with all pre-entered riders guaranteed $50. Open to all professional licensed riders, the event will run all classes together — Expert, Junior and Pro-Am. For entry forms, write or call: Joe Kelly Motorsports, 2103-A Hampstead Ave., Richmond, VA 23230, 804/282-6664. Tickets are available at Kelly Motorsports or Ed's Honda-Yamaha in South Boston.

Kawasaki of Phillipsburg/Easton in Phillipsburg, New Jersey, will host an open house with Kawasaki factory motocrossers **Jeff Ward, Jeff Matiasevich** and **Johnny O'Mara** as special guests. The open house is being held in conjunction with Raceway Park's Kawasaki Race of Champions MX, October 20-21. The racers will sign autographs between 4 p.m. and 6 p.m. For more information, call 201/454-9700.

AMA Professional Motocross Manager **Roy Janson** says that the AMA will abolish the current rule which requires a rider to leave the 125cc National class when he wins a second 125cc National title in favor of a new rule which allows a rider to defend his title regardless of the number of championships earned. The Pro-Am points system, which currently bumps a rider to Expert status when he earns 180 Pro-Am points, is likely to be revised for the 1991 season so that riders will only gain advancement points in the 125cc

Continued on page 4

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ON THE FRONT PAGE:

Scotty Parker celebrates his third AMA Grand National Championship with his tuner Bill Werner. Parker won the race and the title in Sacramento. Photos by Mitch Friedman.

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America's weekly motorcycle newspaper

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VOICES Letters to the editor

A proud moment

It was with a great deal of personal pride (for all of us, I'm sure) when I read the headline "Americans on top of the World" on the front page of the October 3 issue.

As in many of our other endeavors, we've been showing the world what Americans are made of — The Right Stuff! We've got what it takes to win.

I was president of the AMA in 1970 when the AMA's affiliation with the FIM was ratified. This major step opened the doors for true international motorcycling competition.

Incidently, the AMA-FIM affiliation was something I had been campaigning editorially for as far back as the early 1950s, when I was editor of Motorcyclist magazine.

Thanks, fellows, you've made my day!

Bill Bagnall
Irvine, CA

Channel switching

I watched the WERA Formula USA racing for the first time the other night on TV. The racing was great; the commentary was not. I road race in the AMA/CCS Series, run hare scrambles, FTR/AMA events, and have run go-karts in the Florida Championship Street Race Series. I like racing. The commentary by Keith Code was interesting, factual and appropriately presented. The other half of the commentary team should be doing something else. Where did those nicknames come from? Revvin' Kevin, Texas Tiger, Georgia Cyclone — what crock! I have met and talked to some of these riders and *never* heard these absurd nicknames.

This sport is great and exciting. I don't need an uninformed sportscaster hollering, "Oh, brother, look at them go," or "Wow, it's a Georgia sandwich." I am personally offended by this circus-like presentation and will choose to watch another channel if it continues.

Ron Stone
Fort Pierce, FL

We didn't protest

The recent coverage of the AHRMA Steamboat Springs Race Through The Streets incorrectly attributed the protest of Eron Flory (for an oversize motor) to Pat Moroney. This is without foundation. Neither Pat nor anyone else associated with Team Obsolete had any role, direct or indirect, in this protest.

Our view is that Eron is a fine rider on a well-prepared machine. His success this season in AHRMA has come the old fashioned way — he earned it.

Congratulations are in order for Pat's AHRMA 750 GP Championship, and also for Dave Roper's 350 GP and 500 Premier Championships, all for the second successive year. Many thanks to Avon, Bell, Accessory Mart, Air-Tech, Lou's Leathers and Works Performance for their support.

For the 1991 season, we intend to contest only a few AHRMA rounds. Our emphasis will shift to foreign events.

Rob Iannucci
Team Obsolete
Brooklyn, NY

Caring friends and fans

I would like to thank Jerry Kennedy and Scott Pearson for organizing and holding an auction on behalf of Steve Eklund at the San Jose Mile, and thank everyone who donated merchandise and participated in it. The money raised will help a lot.

It's nice to know Steve has so many friends and fans who care about him and pray for his recovery.

Anne Eklund
San Jose, CA

Steve Eklund, the 1979 Grand National Champion, remains in a comatose state as a result of head injuries suffered in the June 17 Albuquerque Mile. Donations to the Steve Eklund Relief Fund can be mailed to: Bank of the West, 1999 S. Bascom Ave., Campbell, CA 95008. Make checks payable to the Steve Eklund Relief Fund and notate the following account number on the check: #031-2509-36 . . . Editor.

Rocky Mountain high

It's good to see that vintage racing is still drawing lots of people to Steamboat Springs; I enjoyed David Lucas' account of the September 15 road race. A lot of the credit for the notoriety of this year's event goes to Kawasaki using the event in advertising early this year, and for coming aboard to sponsor the Kawasaki/AHRMA Steamboat Springs Vintage Classic, including the vintage motocross and trials.

The Steamboat event grows each year through committed promoters, participants and sponsors like Kawasaki. We'd just like to tell Kawasaki, "Thanks again."

Gary L. Winn
Sponsorship Coordinator
AHRMA
Morgantown, WV

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IN THE WIND By Papa Wealey

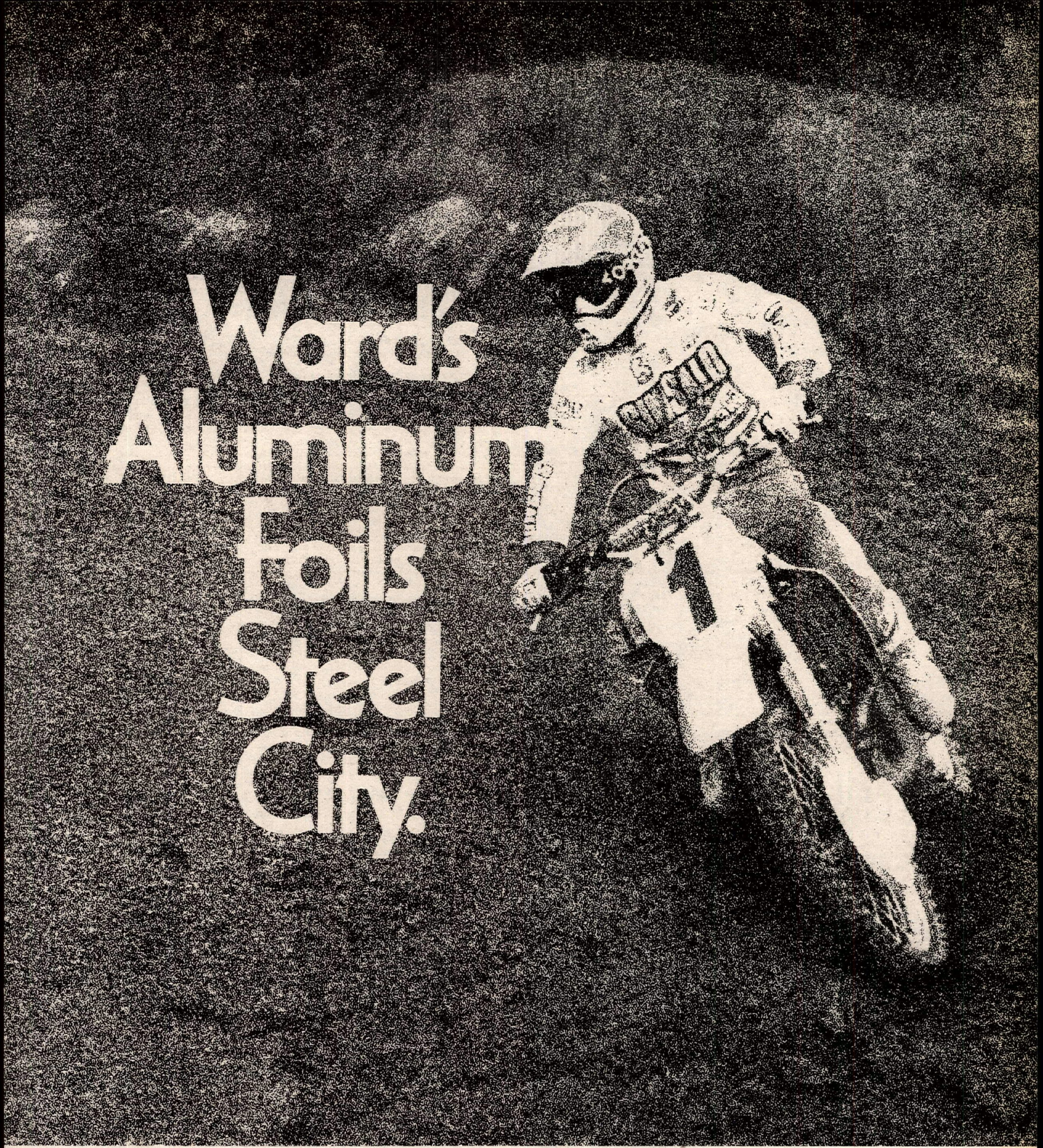
Continued from page 3

Regional Supercross Series and not in the outdoor Nationals.

Disregard the reported claims of engines by David Durelle at the San Jose and Will Davis at the Ascot Half Mile. Both Camel Pro Series competitors were entering claims on behalf of the Harley-Davidson factory team and the engines remained in the possession of the team.

MOVED: SPF Designs, sport bike and road race chassis fabrication and modification specialists, to 1205 N. Melrose Drive #M, Vista, CA 92803, 619/941-8286.

ACQUIRED: Answer Products, one of the nation's largest suppliers and manufacturers of off-road aftermarket product lines, by Tucker Rocky Distributing of Irving, Texas. Eddie Cole, one of Answer's founders, will continue to serve as president of the Valencia, California-based company and the existing management will stay in place.



Jeff Ward and his Team Kawasaki KX500 descended upon Delmont, Pennsylvania on September 30th, a mere two points behind Honda's Jeff Stanton. But after tarnishing everyone in both motos, Ward wrapped up what many consider to be an insurmountable lead in the AMA 500cc point standings. Of course, Ward felt bad that Stanton took a fall and was unable to finish the second moto. Maybe Stanton should get a purple heart. Or a greener bike.

Kawasaki

Let the good times roll.

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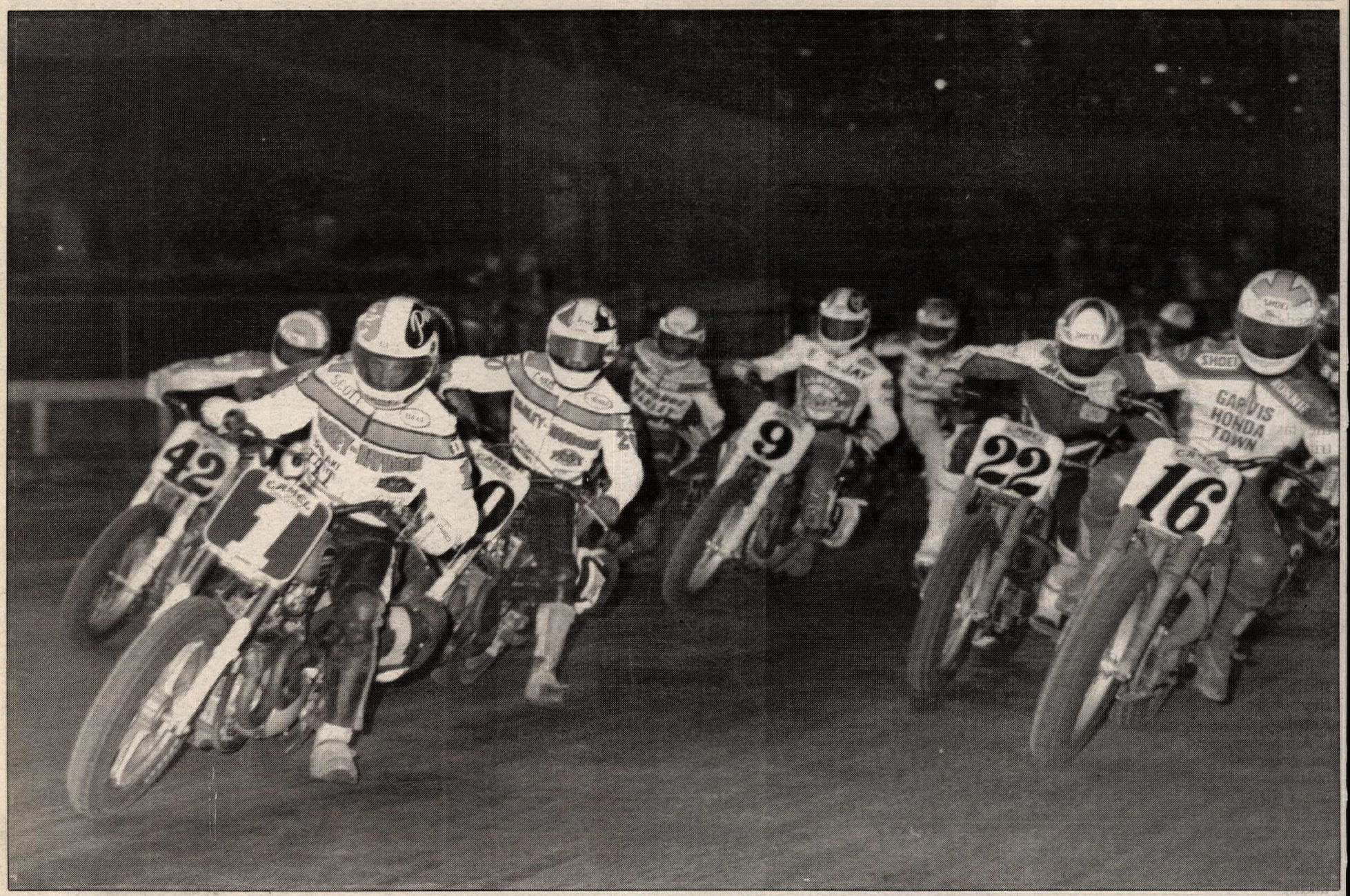


Scott Parker (1) leads Chris Carr (20), Ronnie Jones (16), Keith Day (22), Steve Morehead (42), Jay Springsteen (9) and the rest of the pack at the start of the National.

Parker takes the title with style in Sacramento Mile finale

By Paul Carruthers
Photos by Mitch Friedman

SACRAMENTO, CA, OCT. 6-7

Chann, Resweber, Springsteen and Shobert.

Following his win in the season finale Sacramento Mile, the name Scott Parker can be added to the illustrious list of AMA Grand National Champions who succeeded in winning the title in three consecutive years.

The Swartz Creek, Michigan, rider captured the series title in impressive fashion as he rode his factory Harley-Davidson to a thrilling win as Saturday night transformed into Sunday morning at the Cal-Expo Fairgrounds in California's capitol city.

Parker came out the best in a duel to the finish line involving himself, teammates Kevin Atherton and Chris Carr, and Garvis Honda Town's Ronnie Jones. At the line it was Parker, inching out Atherton and Jones with Carr, the only rider with a shot at dethroning Parker, bringing up the rear of the lead pack after running wide in the final two corners.

The win was the 37th of Parker's 12-year career, positioning him only three behind Jay Springsteen's all-time National win total of 40. And more importantly, it gave him his third Grand National Championship — one shy of Resweber's four straight titles.

"It felt great to win two, but it feels even better to win three," Parker said. "I can't even see five (a new record) at this point, but we'll take a shot at four in '91."

For his efforts, Parker claimed $100,000 from R.J. Reynolds and an additional $50,000 from Harley-Davidson for winning the title. The 29-year-old also picked up $7645 in purse money for winning his seventh mile at the Cal-Expo facility and finishing second in the $17,500 Camel Challenge.

The Camel Challenge saw Parker battle to the finish line with Rookie of the Year Mike Hale. The Master vs. the Kid, and in this case it was the 18-year-old high school student from Texas taking the win and the $10,000 that goes with it. Ironically, Hale's number — 12N — is the same number that was used by another Texan early in his career, a four-time National Champion named Resweber. Third place in the dash for the cash went to Carr.

The final championship point standings show Parker at 249 points, Carr at 229 with Jones finishing third with 168. Springsteen held on to fourth in the championship with 128 points while Steve Morehead, sixth today, moved past the non-finishing Dan Ingram to finish fifth with 113 points.

This was the race that almost didn't happen, at least on Saturday night. When qualifying began, the first eight riders waved off their times, and suddenly qualifying ceased. As the track temperature cooled with the coming of nightfall, water and calcium (a chemical used to keep dust to a minimum) started seeping to the surface of the racetrack, making it all-but unrideable.

"Mine was spinning all the way down the straightaway," said Jones, who was one of the first group who had tried to qualify.

With time of the utmost essence, workers immediately went to work on the track — concentrating their efforts on the worst portion of the oval, turns one and two. After the workers did all they could, the riders were sent out for a final practice session and the track was given the thumbs up.

"I went faster than I did in practice," Carr said after his doing his laps on the "new" track.

And so at 9:00 p.m. time trials got underway.

Time Trials

With 41 riders attempting to qualify, it was Parker taking the first step toward the title by turning in the quickest lap at 37.264 seconds at an average speed of 96.608 mph, some .244 off the lap record but still a second and a half quicker than Carr's fast time in the April event at Cal-Expo.

With an 11-point lead over Carr with only this race remaining, Parker's chances for a third title looked solid. As is the case when a championship winds down to the final races, the pressure moves from the rider to the tuner, who in this case is Bill Werner.

"You just do it the way you always do it and see what happens," Werner said confidently. "You don't try to re-invent the wheel at the last race. If something did happen to the bike, he's (Parker) the kind of guy who'd feel worse for me than for himself."

The second quickest time of the night went to Hale at 37.359. The promising rookie was riding a Harley-Davidson tuned by his father: "He's learning just like I am," Mike Hale said of his father Bob. "But we're getting there. This is the fourth Challenge we've qualified for. We keep qualifying good and run our heat race good, but we keep ending up mid-pack in the final. So far we haven't been evaluating the tracks well enough as they change through the program — it's just another lesson, but we're learning."

Carr was next, stopping the clock at 37.425 on his Kenny Tolbert-tuned Harley-Davidson. Fourth quickest was

Californian Keith Day on his Honda at 37.446 with Morehead rounding out the top five qualfiers on his KK Motorcycle Supply-sponsored Harley-Davidson at 37.573.

Rusty Rogers, David Durelle, Atherton, Springsteen and Dan Ingram rounded out the top 10 qualifiers.

Durelle definitely needed the extra time that the delay in the program provided. A piston failed in the front cylinder of his Harley-Davidson during the first lap of practice, and his crew was forced to drive across town to get another motor. Easier said than done. With the gates to the infield closed, one of Durelle's crew had to go into the grandstands to borrow a truck from a spectator in order to get the new "old" motor. Durelle and crew then had to replace the clutch and gas tank, which had split, and completed the task only moments before time trials finished. He then went out and qualified seventh after never turning a wheel on the repaired track.

Heats

The Legend led the new AMA Superbike Champion into turn one as heat race action got underway some two hours late with Springsteen leading Doug Chandler. It wasn't long, however, before Atherton blasted his Al Stangler-tuned Harley past the leading duo at the end of the back-straight. As the pack completed the first of 10 laps, Parker held down fourth.

A lap later, though, and Parker was on Atherton as the two teammates battled for the lead. Those two pulled out a slight advantage on the Springsteen/Chandler battle, with Parker taking the lead for the first time on the sixth lap. The two Michigan riders took the battle to the flag with Parker taking his second step toward the title by edging his young teammate.

Chandler, riding a Mert Lawwill-tuned Harley-Davidson in what was likely to be his last dirt track pending either a full-time Grand Prix or World Superbike road race campaign in 1991, and Springsteen matched wits to the finish with the three-time Grand National Champion taking third and the direct transfer to the National. Larry Pegram rode his Eaken-Sponseller Honda to fifth.

Hale led the second heat race into turn one, but slipped off the groove a lap later, dropping back to fifth and handing the lead to Durelle.

"I hit a hole going into (turn) three and it about put me off," Hale said later. "I had to play catch-up."

And catch up he did. The Carrollton, Texas, resident reeled in Durelle and beat him to the flag. Ingram rode his Lawwill/Gardner Harley to third place with Tim Mertens and Bryan McDowell rounding out the top five.

"Twenty-five laps to go," said Durelle, who was having a busy night.

The third heat race ended with Carr making it the fastest of the night as he ran away and hid from the rest of the field. It began, though, with Rodney Farris and Jon Cornwell leading the pack into turn one. Carr was second as they completed the first lap and was leading at the end of the second go-around. Jones, meanwhile, fought through to to make the fight for second a three-rider duel between himself, Farris and Rogers.

Rogers was the first to go, slipping off the groove on the sixth lap, and Jones held on to beat Farris. Ted Taylor finished fourth with Rogers taking fifth; Cornwell slipped to sixth.

Jones and his Garvis Honda crew went immediately to work on the Honda: "It's the same old Honda problem," Jones said. "Getting it to come off the corners. Rodney (Farris) said he almost ran me over, and I believe him. The engine's running good, but we have to make some changes or we can't beat 'em. If we leave it like it is, it will be a struggle just to stay close."

Shortening the wheelbase would be the key to Jones doing as well as he did in the National.

Wild Will Davis led the fourth heat race fray into turn one with Poovey and Morehead in tow. They completed the first lap in that order with Steve Rasmussen, in his second race as an Expert, and Day tucking in behind Morehead.

Davis and Poovey got a little breathing room on Morehead when Rasmussen shoved his way under the veteran and ran him off the groove in turns one and two on the third lap. By this time, Day had moved into third and he soon tagged onto the leading duo.

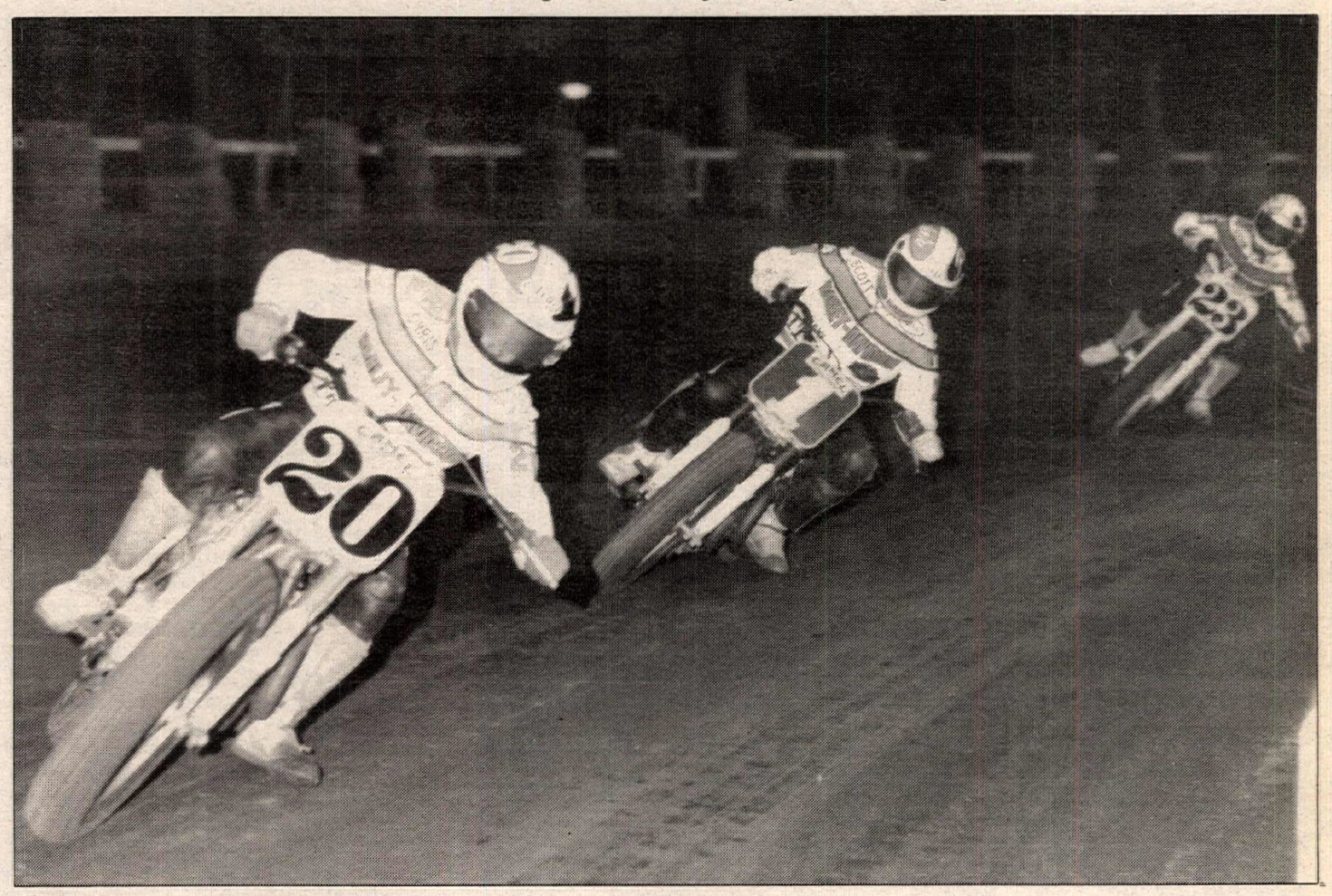
Morehead hadn't given up, and he quickly got by Rasmussen and set off after the others. By the seventh lap, the cagey Morehead had joined the battle for the lead and was at the tail end of the Davis, Day and Poovey group. At the finish it was Day taking the win over Morehead with Davis and Poovey in tow. Rasmussen rounded out the top five.

Semis

Chandler's dirt track career came to a premature close in the first semi as the brakes failed on the fifth lap. At this point Curt Rehmert had established himself as the rider to beat, leading the first seven laps over a closely-knit group made up of Pegram, Mertens and McDowell.

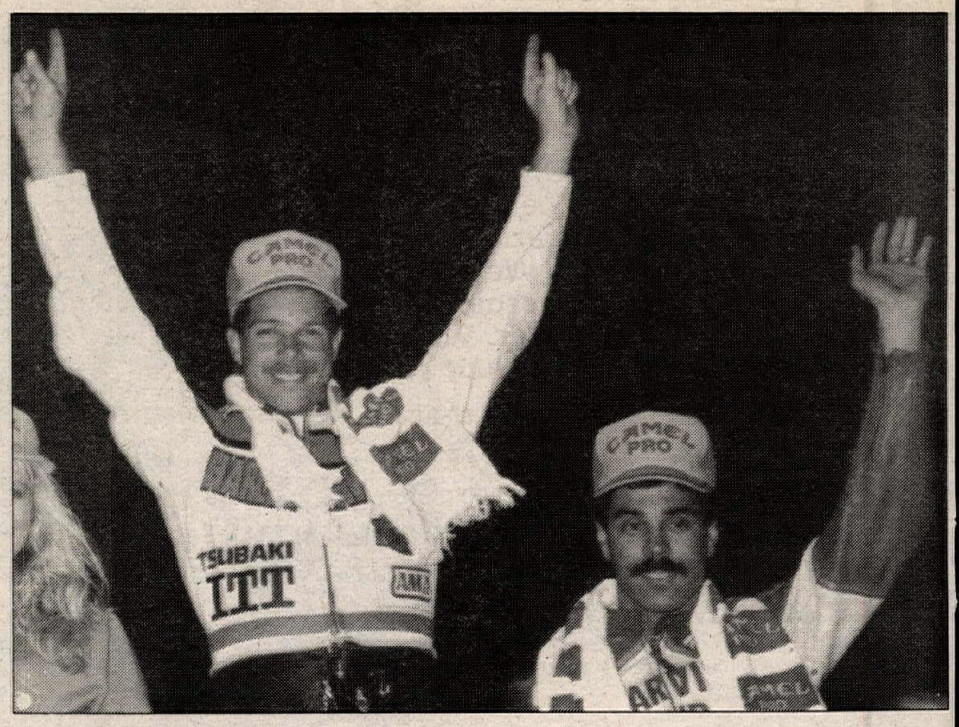
Keith Day (22), Rodney Farris (92), Jay Springsteen and Steve Morehead battled for fifth for most of the race.

Carr, Parker and Atherton in close formation during the National; Jones is just out of the picture.



DIRT TRACK AMA Grand National Championship/ Camel Pro Series: Final round

Mike Hale (left) celebrates his win in the $17,500 Camel Challenge with Miss Camel and Scott Parker. It was the Rookie of the Year's first Challenge win.



Parker and Jones in the winner's circle after the National. Parker's win gave him a third straight Grand National Championship and his 37th career victory.

Pegram went from third to first on the seventh lap, and held on to take the win on his Eaken-Sponseller Honda. Mertens was second followed by Rehmert as the three crossed the line in close formation.

The second semi saw Rogers and Poovey at the front of the pack for the duration. They were joined at times by Rasmussen and Taylor, but in the end they were alone, taking the two direct transfers to the National.

Last Chance Qualifier

Taylor led the LCQ wire to wire, beating Cornwell and Rehmert and taking the last transfer to the National.

Camel Challenge

Two restarts took their toll on Carr's Harley-Davidson and when the six fastest qualifiers made their way into turn one, the northern Californian was at the back of the pack. The shift shaft had broken on the second restart and Carr's Harley was stuck in fourth gear. He started in the rear and clutched his way into the first corner way behind the pack.

"It sure didn't take off very fast," he said later.

At the front it was Hale grabbing the lead and not looking as though he was planning on giving it up. Morehead was second early, but he slid off the groove, allowing Parker and Day to take over second and third. Rogers, meanwhile, pulled to a stop with a blown motor.

Day slid off the groove on the third lap, making the race for the $10,000 winner's check a two-man affair between Hale and Parker. Remarkably, Carr had taken advantage of Morehead and Day's miscues and was holding down third, his Harley now up to speed.

At the flag it was Hale by inches over Parker. With father Bob on the back, the Hales circulated the one-mile oval with checkered flag in hand, $10,000 richer.

"I kept waiting and waiting for someone to draft by me and no one did," Hale said. "The bike's working real good. I'm not touching it. The front's tucking under a little bit, but it's not enough to worry about."

When asked if he could leave Cal-Expo with his first-ever National victory, Hale answered: "I'm gonna try like hell."

The best show prior to the National was the one Carr's tuner was giving in the Harley-Davidson pits. Tolbert was ferociously tearing the Harley apart and replacing the shaft, finishing the project as the National gridded.

Junior Invitational

Steve Raymond didn't let a late night or a protest get in the way of him winning the Junior Invitational at Cal-Expo. The Rock Oil/Shoei/ANA Racing/Bruce Hallen/Dave Harris/Craig Filmer/Pro-Cision Machine/Uncle Jim and Uncle Tim/Larry Gardini/Diess & Son Marathon-sponsored rider rode his Wood-Rotax to a runaway win in the eight-lap race.

At the end of the race, which got underway at 1:20 a.m. and was restarted when Canadian Scott Sehl crashed spectacularly, yet unhurt, in turn one, it was Anthony Donahue and Dan Stanley finishing second and third behind Raymond, respectively.

Raymond's Wood-Rotax was protested after the race, but at 3:15 a.m. the bike was declared to be legal.

National

The 25-lap National got underway with Parker and Jones side by side in turn one. At the end of the first lap the order, however, read: Carr, Jones, Parker, Day and Atherton.

Jones led across the line after two laps, but slid off the groove moments later in turn one, allowing Carr and Atherton to go by.

By the ninth lap, those four had made a clean break from the rest of the field with Carr leading most of the early laps, Atherton most of the late laps, and Parker the most important lap — the last one. Jones never led after the second lap but was a constant threat to do so.

The race was a thriller, with the three factory Harleys sometimes entering turn one three abreast and Atherton even hitting his head at one point on the four-foot-high inside guardrail.

The race came down to the final corner with Carr forced wide by Atherton: "Kevin and I got a little close and I had to take the high line to stop us from going down," Carr said later.

At the flag it was Parker taking the final step toward his third Grand National Championship. Atherton stayed ahead of Jones for his best-ever National finish, and Carr cruised in fourth after running wide in three and four.

The race for fifth was waged throughout with Springsteen, Morehead, Farris, Day and Hale doing most of the racing with Rogers not far behind. Close to the end of the race the battle went down to four riders — Morehead, Day, Springer and Farris — and fifth place finally went to Springsteen ahead of Morehead, Farris and Day. Rogers finished ninth ahead of Mertens, who had pased Hale on the last lap.

"We had a great race," Springsteen said later. "We were waving at each other. We had a lot of fun out there."

Hale was as disappointed as someone with a $10,000 check could be: "I didn't ride slow enough," he said. "It was one of those cases where you have to ride slow to go fast. One lap I slipped off the groove real bad in three and four, and I did it again on the last lap and Mertens went by."

Jones with his best-ever series finish was pleased with the changes he'd made to the Honda: "There was a big difference," he said. "There was really no comparison from the heat to the final."

Parker and Werner had changed the gearing on his Harley prior to the National, going with one more tooth on the rear after changing it for the Camel Challenge.

"It was a little lazy in the Challenge," Parker said. "We were real conservative in that race. It was still working pretty good, but we decided to go back to what we started with."

When Parker was asked if the championship filled his mind during the race, Jones interrupted with: "Heck yes, he was looking over his shoulder more than I've ever seen him look over his shoulder."

"Yeah, the championship has got to be in the back of your mind, but I wasn't worried about racing close with those guys. We always give each other plenty of room," Parker said.

Notable non-finishers were Davis (flat tire), Durelle and Ingram (main bearing). Ingram's finishing out of the points cost him $3000, the difference between between fifth and sixth in the final Camel Pro Series point standings.

Poovey finished a lowly 13th, saying later that his Harley was tired: "It just didn't run tonight." CN

Results

TIME TRIALS: 1. Scott Parker (37.264 sec.); 2. Mike Hale (37.359); 3. Chris Carr (37.425); 4. Keith Day (37.446); 5. Steve Morehead (37.573); 6. Rusty Rogers (37.598); 7. David Durelle (37.610); 8. Kevin Atherton (37.640); 9. Jay Springsteen (37.720); 10. Dan Ingram (37.762); 11. Ted Taylor (37.787); 12. Will Davis (37.801); 13. Terry Poovey (37.824); 14. Ronnie Jones (37.891); 15. Tim Mertens (38.021); 16. Larry Pegram (38.168); 17. Doug Chandler (38.201); 18. Chris Evans (38.202); 19. Jon Cornwell (38.203); 20. Pete Hames (38.273); 21. Steve Rasmussen (38.281); 22. Rodney Farris (38.309); 23. Steve Beattie (38.313); 24. Scott Stump (38.440); 25. Curt Rehmert (38.441); 26. Bryan McDowell (38.507); 27. Mike Inderbitzen (38.669); 28. Chance Darling (38.709); 29. Bryan Villella (38.713); 30. Brian Atherton (38.717); 31. Aaron Hill (38.791); 32. Robert Lewis (38.917); 33. Rex Fisher (39.087); 34. Don Wilson (38.144); 35. Rob Dameron (39.242); 36. George Roeder II (39.305); 37. Dan McDonnell (39.329); 38. Mike McDonnell (39.509); 39. Speedy Kell (39.794); 40. C. Royal Adderson (40.182); 41. Kris Kiser (44.505).

HEAT 1: 1. Scott Parker (H-D); 2. Kevin Atherton (H-D); 3. Jay Springsteen (H-D); 4. Doug Chandler (H-D); 5. Larry Pegram (Hon); 6. Curt Rehmert (H-D); 7. Robert Lewis (H-D); 8. Rex Fisher (H-D); 9. C. Royal Adderson (H-D); 10. Scott Stump (Hon); 11. Kris Kiser (H-D).
Time: 6 min., 16.614 sec.

HEAT 2: 1. Mike Hale (H-D); 2. Davey Durelle (H-D); 3. Dan Ingram (H-D); 4. Tim Mertens (Hon); 5. Bryan McDowell (Hon); 6. Chris Evans (Hon); 7. Steve Beattie (H-D); 8. Don Wilson (Hon); 9. Aaron Hill (H-D); 10. Speedy Kell (H-D).
Time: 6:19.611.

HEAT 3: 1. Chris Carr (H-D); 2. Ronnie Jones (Hon); 3. Rodney Farris (H-D); 4. Ted Taylor (Hon); 5. Rusty Rogers (Hon); 6. Jon Cornwell (Hon); 7. Brian Atherton (H-D); 8. Rob Dameron (H-D); 9. Mike Inderbitzin (H-D); 10. Mike McDonnell (Hon).
Time: 6:14.985.

HEAT 4: 1. Keith Day (Hon); 2. Steve Morehead (H-D); 3. Will Davis (H-D); 4. Terry Poovey (Hon); 5. Steve Rasmussen (H-D); 6. George Roeder II (H-D); 7. Chance Darling (H-D); 8. Pete Hames (H-D); 9. Dan McDonnell (H-D).
Time: 6:21.839.

SEMI 1: 1. Larry Pegram; 2. Tim Mertens; 3. Curt Rehmert; 4. Bryan McDowell; 5. Steve Beattie; 6. Rex Fisher; 7. Robert Lewis; 9. C. Royal Adderson; 10. Doug Chandler.
Time: 6:24.596.

SEMI 2: 1. Rusty Rogers; 2. Terry Poovey; 3. Ted Taylor; 4. Steve Rasmussen; 5. Jon Cornwell; 6. Chance Darling; 7. Brian Atherton; 8. Dan McDonnell; 9. Mike Inderbitzen; 10. Rob Dameron; 11. George Roeder II; 12. Pete Hames.
Time: 6:19.934.

LAST CHANCE QUALIFIER: 1. Ted Taylor; 2. Jon Cornwell; 3. Curt Rehmert; 4. Bryan McDowell; 5. Brian Atherton; 6. Steve Beattie; 7. Chance Darling; 8. Rex Fisher; 9. Robert Lewis; 10. Steve Rasmussen.
Time: 6:22.017.

CAMEL CHALLENGE: 1. Mike Hale (H-D); 2. Scott Parker (H-D); 3. Chris Carr (H-D); 4. Keith Day (Hon); 5. Steve Morehead (H-D); 6. Rusty Rogers (Hon).
Time: 3:08.914.

NATIONAL: 1. Scott Parker (H-D); 2. Kevin Atherton (H-D); 3. Ronnie Jones (Hon); 4. Chris Carr (H-D); 5. Jay Springsteen (H-D); 6. Steve Morehead (H-D); 7. Rodney Farris (H-D); 8. Keith Day (Hon); 9. Rusty Rogers (Hon); 10. Tim Mertens (Hon); 11. Mike Hale (H-D); 12. Larry Pegram (Hon); 13. Terry Poovey (Hon); 14. Ted Taylor (Hon); 15. Will Davis (H-D); 16. Dave Durelle (H-D); 17. Dan Ingram (H-D).
Time: 15:36.884.
Average Speed: 96.063 mph.

FINAL AMA/CAMEL PRO POINT STANDINGS: 1. Scott Parker (249); 2. Chris Carr (229); 3. Ronnie Jones (168); 4. Jay Springsteen (128); 5. Steve Morehead (113); 6. Dan Ingram (107); 7. Rodney Farris (83); 8. Terry Poovey (70); 9. Kevin Atherton (62); 10. (TIE) Will Davis/Tim Mertens (61); 12. Rusty Rogers (55); 13. (TIE) Ricky Graham/Mike Hale (47); 15. Keith Day (45); 16. Dave Durelle (34); 17. Steve Eklund (23); 18. Rich King (19); 19. Doug Chandler (14); 20. Steve Aseltine (13).

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MOTOCROSS AMA National Championship 125/500cc MX Series: Rounds 5/12

Guy Cooper (4) won the first 125cc moto, but Mike Kiedrowski (1) passed him to win moto two and take a one-point advantage to the final National of the season.

Jeff Ward (1) won the first 500cc moto when Jeff Stanton (2) fell, but Stanton ran off with moto two when Ward fell while trying to pass him early in the race.

Kiedrowski, Stanton pull through at Potomac Speedway

By Nate Rauba

BUDDS CREEK, MD, OCT. 7

Honda teammates Mike Kiedrowski and Jeff Stanton topped the 125 and 500cc classes, respectively, in the penultimate National Championship 125/500cc MX round at Potomac Speedway. But both riders left the event in the same position in the point standings in which they entered the Maryland event.

Defending 125cc National champ Kiedrowski hung on to a one-point lead in the standings after two hard-fought motos with series rival Guy Cooper, while Stanton stayed 26 points behind 500cc point standings leader Jeff Ward despite 2-1 moto finishes.

Suzuki's Cooper, who lost the 125cc points lead at the previous National, momentarily went back into first when he beat Kiedrowski in the first 30-minute plus two-lap moto, run on a tree-lined course set in a southern Maryland forest.

Kiedrowski fought back in the final moto and snatched first from race-long leader Cooper late in the contest. Cooper tried to fight back but dropped about five seconds behind at the finish, which put him right back to where he was at the beginning of the day — one point behind Kiedrowski. Both Kiedrowski and Cooper earned $1000 of the $10,000 125cc class purse.

"I felt really good today," said Kiedrowski. "I just went out to race the best I could."

Despite the close points race, neither Kiedrowski nor Cooper feel any added pressure for the finale at Unadilla.

"It doesn't feel any different," said Kiedrowski. "I'll just go out and race and do whatever it takes to win."

"Suzuki has put no pressure on me," said Cooper. "I want to win it for them."

Suzuki's Mike LaRocco combined 5-3 moto finishes for third overall, Kawasaki's Jeff Matiasevich was fourth overall with a pair of fourths, and Suzuki's Ron Tichenor rounded out the top five.

Former 125cc National series points leader Jean-Michel Bayle, who broke his arm earlier in the season at the Washougal National, was set to return to action. But after Bayle rode practice, Honda MX Team Manager Dave Arnold pulled his entry.

"We're in the middle of a championship battle," explained Arnold, referring to the close race between Kiedrowski and Cooper. "There's been some problems between Kiedrowski and Bayle this year, and after talking to Bayle he is unable to put those problems behind. I wasn't sure if he could ride as a team member; you have to ride as a team at the end of the year. I regret the effort of bringing him and his mechanic back here, it's an embarrassment for me as well as Honda."

In the 500cc class, there was little Stanton could do to overcome the points he lost to Jeff Ward after he suffered a concussion the previous week and failed to finish a moto. Stanton suffered a minor fall while leading the first moto at Potomac Speedway, but it was enough to let Ward and Honda teammate Rick Johnson by. Ward went on to win the moto, while Johnson fell near the end of the race and gave up second to Stanton.

Stanton rode flawlessly in moto two and it was Ward's turn to fall when he attempted to pass Stanton early in the race. Stanton stayed just out of Johnson's reach for much of the moto, while Ward charged back and passed Johnson near the end to finish second.

"I didn't feel comfortable after ringing my bell last week, I was just out riding my race," said Stanton, who knows that in order to overcome the 26-point deficit, Ward will have to encounter some terrible luck at the final race at Unadilla.

Both Ward and Stanton earned $1600 of the $15,000 500cc class purse. Johnson was third overall with his pair of third-place finishes, Kawasaki's Johnny O'Mara finished fourth overall and privateer Gene Naumec completed the top five.

125cc National

Cooper sped to the front at the start of the first moto and soon had company after Matiasevich passed Kevin Walker on the first lap. The two riders began to leave the pack behind, then Cooper found himself seven seconds behind when he crashed on the fourth lap. There were still 11 laps to go as it would take a total of 15 circuits to complete the 30-minute plus two-lap moto.

"I was going up a choppy hill when the back end came around," said Cooper. "I was hanging off the bike trying to save it when it caught the top of a jump, spun the other way and pitched me off."

When Cooper remounted he wasn't far ahead of Tichenor and Kiedrowski, both of whom had passed Walker on the third lap. Yamaha/Gear/Scott-supported Walker, from Penhook, Virginia, would slowly fade back to 16th at the finish. Cooper charged away slightly as Tichenor fought off Kiedrowski and soon closed in on Matiasevich, who surrendered the lead on lap seven.

"My arms pumped up," said Matiasevich. "When I got by Cooper I started getting nervous and rode tight."

In the meantime, Kiedrowski finally found a way past Tichenor, then quickly passed the fading Matiasevich. After another lap Tichenor got by Matiasevich as well. LaRocco, who encountered problems on the first go-around, had charged to fifth at this point but was far behind and the top five finishers were set.

Kiedrowski, however, made sure the last half of the race wouldn't be boring. After being five seconds behind when he reached second, it took Kiedrowski two laps to reach Cooper's back fender. But that's as far as he'd get since Cooper answered each challenge and finished with a couple of seconds to spare.

"I could see him coming," said Cooper. "I felt if I kept the same pace he'd catch me anyway, and I'd rather it be close so I would know what's going on. On the last lap I just pinned it and got some momentum going."

"There were a couple of places where I could've slammed him, but I wanted to make a clean pass," said Kiedrowski. "On the last lap I made a couple of mistakes, so I decided to settle for second right now."

Kawasaki's Jeff Emig reached sixth around the halfway point and stayed there to the finish. Emig's last victim was Shelton, Connecticut's Doug Henry, who hung on to seventh. Suzuki's Jeromy Buehl fought past Michigan's Eric McClear late in the race to claim eighth, while Barry Carsten rounded out the top 10.

Cooper was at the front again at the start of moto two with teammates LaRocco and Denny Stephenson behind. Stephenson quickly lost ground and Matiasevich, Suzuki's Buddy Antunez, who dropped out early in moto one with a broken reed petal, and Kiedrowski made it a five-way battle for the lead.

By the time Kiedrowski got by Antunez, the top three — Cooper, LaRocco and Matiasevich — had motored away. At one point Cooper offered LaRocco the lead, but his teammate refused.

"I went wide to let him by so I could see his lines, but he didn't jump in," said Cooper.

"I was content to follow him," said LaRocco. "My front brake was going away and I didn't want to not be able to stop and then take someone out."

Just past the halfway point Kiedrowski had closed the gap on LaRocco, who remained on Cooper's tail. After a couple of laps of close battling, which allowed Cooper to get away, Kiedrowski finally got by LaRocco.

"He was playing for the team, so I knew I had to do something," said Kiedrowski. "Over a big jump we landed and he cut over. Going into the next turn I stayed on the gas and cut under him."

"I couldn't stop and blew the berm," said LaRocco, who went wide in the corner.

As LaRocco faded, Kiedrowski turned up the heat on Cooper and passed him as they exited a turn. Cooper had no answer and Kiedrowski charged to a five-second win.

"I drained myself trying to hold a pace by myself at the beginning," said Cooper.

Matiasevich broke out of a midmoto battle with Antunez to claim fourth, Emig bagged sixth and Brian Swink maintained a lonely seventh for much of the race. Buehl, Todd DeHoop and Tichenor rounded out the top 10.

500cc National

Stanton grabbed the holeshot at the start of the first 500cc moto as Ward made his way past Naumec on the first lap to assume second. O'Mara passed Ty Davis on the first lap for fifth behind Johnson, then fell on lap two and dropped several positions.

Naumec stayed close to Ward for three laps until Johnson passed him, then the race at the front settled into a procession with Ward at the fore. Positions changed behind as O'Mara got back up to fifth and Fred Andrews passed Davis to take over sixth.

Near the halfway point things began changing when Stanton fell.

"The front wheel washed out in a hard, slick turn," said Stanton. "It took a while to get my momentum back."

Ward was gone for the win, but Stanton got a place back when Johnson crashed with about one lap remaining.

"I jackknifed the front wheel in a turn and went down," said the Johnson.

Only Stanton passed Johnson and the two-time 500cc National Chmapion retained a huge cushion on O'Mara, who had tracked down and passed Naumec late in the race.

"At first I was with Ward, then one lap he just starting taking off," said Naumec. "Johnson passed me and then I was cruising by myself and O'Mara came up on me. I had blisters on my hands, so once he got by I slowed down and cruised."

Andrews held on to sixth throughout the moto, Davis was a lonely seventh, well ahead of KTM's Keith Johnson. Dag Boyesen finished ninth after battling with Keith Bowen and Dean Matson.

Stanton pulled another holeshot at the start of moto two and Ward immediately settled in his wheeltracks, probing for a place to pass. Johnson kept watch from third as they pulled away slightly, then took over second when Ward fell on lap five.

"He tried passing me on the outside and there was no way I was going to give in," said Stanton.

"We locked bars and I went down," Ward said. "I should've waited, I didn't have the opening I needed."

Johnson assumed second and picked up the pace, but Stanton kept him a couple of seconds behind at all times. Ward, who had to pass O'Mara after his fall, slowly reeled in Johnson and passed him near the end of the race.

"I was pushing because I knew I had to win for any chance of the overall," said Johnson. "I was riding well, and that takes more energy so I got tired near the end."

Micky Dymond, who has been in semi-retirement, gave O'Mara a brief battle for fourth, then slipped back and had to fight with Naumec over fifth. Dymond, who was also battling a cold, had to give up the fight just past the halfway point.

"I got really sick and hit the brick wall (of endurance) hard," said Dymond. "I was whipped after the first moto!" Dymond fought back to 13th in that race after a tangle with Bowen.

Bowen circulated a lonely sixth from around the halfway point on, with Davis, Andrews, Boyesen and Kurt McMillen strung out behind at the finish. CN

Results

125 QUAL 1: 1. Ron Tichenor (Suz); 2. Jeromy Buehl (Suz); 3. Doug Henry (Yam); 4. Todd DeHoop (Suz); 5. Barry Carsten (Suz); 6. Kevin Walker (Yam); 7. David Barrett (Suz); 8. Carlo Coen (Suz); 9. Brian Swink (Kaw); 10. David Gaylord (Suz); 11. Shane Lawson (Hon); 12. Daniel Jannette (Hon); 13. John Winslow (Hon); 14. Jason Rivas (Hon); 15. Hank Moree Jr. (Kaw); 16. Peter Olson (Hon); 17. Eric Koch (Hon); 18. Dave Castillo (Suz); 19. Trey Clingfost (Yam); 20. Christopher Taylor (Hon); 21. Shane Slother (Suz); 22. Michael Bilardello (Suz); 23. Brian Battaglia (Suz); 24. Jason Young (Hon); 25. Kalan Bunch (Hon); 26. Coby Robb (Kaw); 27. Allen Gavlak (Kaw); 28. Steven Lemon (Kaw); 29. Gary Michael (Kaw); 30. Rich Machniak (Kaw); 31. Peter Mervis (Kaw).

125 QUAL 2: 1. Grayson Goodman (Suz); 2. Eric McClear (Yam); 3. Steven Herman (Yam); 4. Tom Welch (Yam); 5. David Beckington (Suz); 6. Chad Pederson (Yam); 7. Chad Lough (Hon); 8. Tony Graves (Hon); 9. David Antonucci (Hon); 10. Edward Walston (Yam); 11. James McIlvaine (Hon); 12. Rick Wetzel (Hon); 13. Dean Baker (Hon); 14. James Frazier (Hon); 15. Mike Blair (KTM); 16. Billy Martin (Hon); 17. Paul Hilario (Kaw); 18. Bruce Stratton (Yam); 19. Ryan Dean (Suz); 20. Gary Shuielz (Kaw); 21. Greg Nelson (Suz); 22. Stee Earnest (Hon); 23. Chris Gavlak (Kaw); 24. Kevin Spitler (Hon); 25. Robert McWhorter (Suz); 26. Deron Clark (Kaw); 27. James Fisher (Yam); 28. John Mock (Kaw); 29. Brian Marriot (Kaw).

125 CONSI 1: 1. Jannette; 2. Moree; 3. Castillo; 4. Winslow; 5. Lawson; 6. Slother; 7. Clingfost; 8. Rivas; 9. Taylor; 10. Battaglia; 11. Machniak; 12. Bunch; 13. Bilardello; 14. Koch; 15. Michael; 16. Lemon; 17. Brian Cavanaugh (Suz); 18. Mervis.

125 CONSI 2: 1. Wetzel; 2. McIlvaine; 3. Dean; 4. Shuielz; 5. Nelson; 6. Stratton; 7. Whorter; 8. Mark Tiesler (Hon); 9. Baker; 10. Gavlak; 11. Clark; 12. Earnest; 13. Hilario; 14. Martin; 15. Frazier; 16. Fisher.

125 MOTO 1: 1. Guy Cooper (Suz); 2. Mike Kiedrowski (Hon); 3. Tichenor; 4. Jeff Matiasevich (Kaw); 5. Mike LaRocco (Suz); 6. Jeff Emig (Kaw); 7. Henry; 8. Buehl; 9. McClear; 10. Carsten; 11. Swink; 12. Goodman; 13. Denny Stephenson (Suz); 14. Coen; 15. Graves; 16. Walker; 17. Herman; 18. Beckington; 19. Pederson; 20. Gaylord; 21. Jannette; 22. Lough; 23. McIlvane; 24. Lawson; 25. Antonucci; 26. Walston; 27. Wetzel; 28. Castillo; 29. Dean; 30. Winslow; 31. Shuielz; 32. Stratton; 33. Moree; 34. DeHoop; 35. Welch.
Time: 37 minutes, 4.70 seconds

125 MOTO 2: 1. Kiedrowski; 2. Cooper; 3. LaRocco; 4. Matiasevich; 5. Buddy Antunez (Suz); 6. Emig; 7. Swink; 8. Buehl; 9. DeHoop; 10. Tichenor; 11. Henry; 12. Carsten; 13. Goodman; 14. Stephenson; 15. Graves; 16. Pederson; 17. Gaylord; 18. McIlvane; 19. lawson; 20. Winslow; 21. Walston; 22. Antonucci; 23. Castillo; 24. Stratton; 25. Wetzel; 26. Beckington; 27. Walker; 28. Herman; 29. Dean; 30. Lough; 31. Coen; 32. McClear.
Time: 36:52.19

500 QUAL 1: Richard Taylor (Hon); 2. Ray Sommo (Hon); 3. Michael Moore (Kaw); 4. Jay Wentzel (Kaw); 5. Dale Gray (Kaw); 6. Matthew Crown (Hon); 7. Andrew Stacy (Kaw); 8. Jim Jones (Kaw); 9. Mike Spear (Kaw); 10. Earl May (Yam); 11. Lance Norick (Kaw); 12. David Hand (Hon); 13. Mick Pentoney (Kaw); 14. Steven Brown (Hon); 15. Bill Schmidt (Kaw); 16. Rob Black (Hon); 17. Jon Ortner (Hon); 18. Kenneth Napolitano (Kaw); 19. Michael Dougherty (KTM); 20. James Martenot (Hon); 21. Kirk Rogers (Hon); 22. Tony Cianci (Hon); 23. Cosimo Napolitano (Kaw); 24. Douglas Schopinsky (Hon).

500 QUAL 2: 1. Carl Vaillancourt (Hon); 2. Keith Johnson (KTM); 3. Mike Roth (Hon); 4. Brian Carroll (Hon); 5. Dag Boyesen (Kaw); 6. Jeffery Glass (Hon); 7. Jason Buttle (Hon); 8. Rick Pinney (Hon); 9. James Eickel (Yam); 10. Brian Years (Hon); 11. Lance Eubanks (Kaw); 12. James Kapitan (Kaw); 13. Tim Schmelyun (Kaw); 14. Jerry SEip (Kaw); 15. Claude Willett (Hon); 16. Ted Orr (Hon); 17. William Runkles (Hon); 18. Eric Sandstrom (Hon); 19. James Wilson (Kaw); 20. Matthew Forman (Hon); 21. Robert Gerken (Hon); 22. Phillip Desousa (Hon); 23. Jason Williams (Kaw); 24. Brian Baterson (Yam); 25. Carl Weiss (Kaw).

500 CONSI: 1. James Kapitan (Kaw); 2. Jon Ortner (Hon); 3. Robert Gerken (Hon); 4. David Hand (Hon); 5. Mick Pentoney (Kaw); 6. Tim Schmelyun (Kaw); 7. Steven Brown (Hon); 8. Rob Black (Hon); 9. Bill Schmidt (Kaw); 10. Matthew Forman (Hon); 11. Carl Weiss (Kaw); 12. James Wilson (Kaw); 13. Jason Williams (Kaw); 14. Eric Sandstrom (Hon); 15. Phillip Desousa (Hon); 16. Kirk Rogers (Hon); 17. James Martenot (Hon); 18. Brian Batterson (Yam); 19. Tony Cianci (Hon); 20. Cosimo Napolitano (Kaw); 21. Michael Dougherty (KTM); 22. Kenneth Napolitano (Kaw); 23. William Runkles (Hon).

500 MOTO 1: 1. Jeff Ward (Kaw); 2. Jeff Stanton (Hon); 3. Rick Johnson (Hon); 4. Johnny O'Mara (Kaw); 5. Gene Naumec (Kaw); 6. Fred Andrews (Hon); 7. Ty Davis (Hon); 8. Keith Johnson; 9. Boyesen; 10. Keith Bowen (Kaw); 11. Dean Matson (Hon); 12. Kurt McMillen (Hon); 13. Micky Dymond (Kaw); 14. Carroll; 15. Buttle; 16. Roth; 17. Vaillancourt; 18. Moore; 19. Stacy; 20. May; 21. Pinney; 22. Jones; 23. Taylor; 24. Eickel; 25. Glass; 26. Pentoney; 27. Schmelyun; 28. Spear; 29. Years; 30. Gerken; 31. Brown; 32. Gray; 33. Ortner; 34. Sommo; 35. Kapitan; 36. Wentzel; 37. Eubank; 38. Crown; 39. Norick; 40. Hand.
Time: 36:12.88

MOTO 2: 1. Stanton; 2. Ward; 3. Rick Johnson; 4. O'Mara; 5. Naumec; 6. Bowen; 7. Davis; 8. Andrews; 9. Boyesen; 10. McMillen; 11. Vaillancourt; 12. Glass; 13. Moore; 14. May; 15. Kapitan; 16. Stacy; 17. Years; 18. Roth; 19. Pinney; 20. Norick; 21. Carroll; 22. Schmelyun; 23. Gray; 24. Spear; 25. Gerken; 26. Matson; 27. Brown; 28. Dymond; 29. Buttle; 30. Sommo; 31. Keith Johnson; 32. Eickel; 33. Crown; 34. Pentoney; 35. Taylor; 36. Jones; 37. Ortner; 38. Wentzel; 39. Hand; 40. Eubank.
Time: 36:31.15

125 NATIONAL CHAMPIONSHIP MX POINT STANDINGS: 1. Mike Kiedrowski (472); 2. Guy Cooper (471); 3. Jeff Matiasevich (348); 4. Jean-Michel Bayle (315); 5. Jeff Emig (289); 6. Tallon Vohland (275); 7. Buddy Antunez (254); 8. Mike LaRocco (194); 9. Denny Stephenson (174); 10. Jeromy Buehl (167); 11. Rodney Smith (162); 12. Larry Ward (138); 13. Steve Lamson (133); 14. Ron Tichenor (120); 15. Barry Carsten (115); 16. Ty Davis (101); 17. (TIE) Todd DeHoop/Doug Henry (100); 19. Grayson Goodman (99); 20. Ryan Hughes (96).

500 NATIONAL CHAMPIONSHIP MX POINT STANDINGS: 1. Jeff Ward (236); 2. Jeff Stanton (210); 3. Johnny O'Mara (187); 4. Rick Johnson (172); 5. Keith Bowen (146); 6. Gene Naumec (112); 7. Ty Davis (102); 8. Kurt McMillen (99); 9. Fred Andrews (96); 10. Dag Boyesen (89); 11. Dean Matson (83); 12. Keith Johnson (57); 13. James Kapitan (52); 14. Andy Stacy (50); 15. Phil Lawrence (45); 16. Jimmy Button (44); 17. Jason Buttle (41); 18. Mike Fisher (38); 19. Ray Sommo (37); 20. Jeff Glass (34).

Virginia's Kevin Walker (197) ran up front early in the first 125cc moto before slipping back to 16th at the finish. Here he leads Michigan's Eric McClear.

Johnny O'Mara (9) crashed in the first 500cc moto then had to fight past Gene Naumec to finish fourth. Naumec finished fifth in each moto and was the top privateer.

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OFF-ROAD AMA/National Championship Hare and Hound Series: Round 6

Defending National Hare & Hound Champion Dan Smith moved into the series points lead with the overall win at Wendover.

Team Green's Ted Hunnicutt tops off with gas during a pit stop. Hunnicutt ended up finishing third overall and second place in the 500cc division.

Smith takes over with Wendover win

By Anne Van Beveren
Photos by Tom Van Beveren

WENDOVER, NV, SEPT. 30

KTM's Dan Smith grabbed the lead in this year's National Hare and Hound Championship with a wire-to-wire win in the sixth round of the series.

The Open class pilot headed up an impressive KTM blitz that saw Danny Hamel take the 250cc win in second overall and Jimmy Lewis overall the 125cc division in 12th. With just one round of competition remaining, Smith is close to taking his fifth championship in a row.

The only thing that stands in the way of Smith's clean sweep of the five-year-old series, is Kawasaki's Ted Hunnicutt, who could steal the title by one point if he overalls the final round of competition at Wells, Nevada, on October 14.

"It's going to be tough," said Hunnicutt. "The way the points worked out I have to get the overall at the next race — I can't get second or third, I have to win it. I'll be going for it and I guess we'll just have to wait and see how it turns out."

Round six of the seven-race series was hosted by Utah's Desert Foxes M.C., with sponsorship from Wendover U.S.A. and Tooele Valley Suzuki. The three-loop, 93-mile event began 12 miles south of Wendover, near the Nevada/Utah border, and drew 200 riders from throughout the western states.

The Experts left the line in a mass start at 10.30 a.m. and Smith was out in front all the way. The KTM ace led the way to the bomb and enjoyed a dust-free run as he leaped into the first rocky wash.

Hunnicutt was hard on his heels in second. "(Smith) got a great start and I was right behind him," said the KX500 pilot. "I followed him for a while but the dust was really bad so I backed off."

Kelly Sorenson's KX250 was in third overall as the front-runners picked up the orange-ribboned trail, with Brandon Gerber (KTM) and Kawasaki pilots Scott Morris and Tommy Ady charging through in his wake.

Hamel's 250cc KTM was caught in the dust back in eighth: "It was a really fast start and it was really dusty. I thought I had a pretty good start for the circumstances," he said.

Back in 28th overall, Team Green's Larry Roeseler had nothing nice to say about his start. "I got a two-kick start and that just killed me," said Roeseler, who was leading the series by five points when the banner dropped. "The start is so important at this kind of race, especially since (Smith) and (Hunnicutt) are such good starters. I knew it was critical and when I didn't get a good start I probably could've just stopped right then."

Jimmy Lewis was struggling to overcome thick dust in 20th overall. "I got a really good start but it was so dusty I didn't want to charge and about 20 guys passed me," the 125cc pilot said. "You couldn't see a thing but they kept going."

Despite rain two days before the race, the field battled dust for most of the 36-mile first loop. Out-of-towners were on the lookout for other obstacles as well. "They have some nasty rocks out here and you have to be really careful," explained Arizona's Garth Sweetland. "They're really big and you can't see them because they blend in with the dust. They're the same color as the dirt and the bushes so you're into them before you know it. You can't get off the course here or you'll be in trouble."

Smith was out in front all the way around the first loop, but the starting order was turning over behind him. Hamel was coming up steadily from sixth and broke through into second when Hunnicutt missed a corner just 10 miles from the end of the loop. "I could see (Hamel) and (Brandon Gerber) behind me and then I blew a turn," said Hunnicutt. "I didn't see any arrows and I couldn't find the course. (Hamel) got it first so I followed in right behind him."

At the end of the first hour of racing, Smith was 26 seconds ahead of Hamel with another 15 seconds back to Hunnicutt in third. Gerber raced his Open class KTM through in fourth, with Honda-mounted Dan Richardson, Morris and Sorenson close behind. Roeseler headed into pit row in 10th overall, one place ahead of ATK pilots Sweetland and Chris Crandall, and Lewis raced through in 14th.

Loop one's ever-changing terrain gave way to a high-speed sprint in loop two. It took Smith only 30 minutes to complete the 27-mile second section, but Hamel was right on his tail all the way.

"(Smith) was 35 or 40 seconds ahead of me out there," said Hamel. "But then he got lost and we were only about 40 feet apart for the rest of the loop."

Hamel dashed out of loop two just 20 seconds behind his Open class teammate and as he headed into the KTM pit he tangled wheels with Smith, who was heading into the final 30-mile loop of the course.

"We were so close we had a little collision in the pits but it was a friendly thing — no big deal for either of us," said Smith.

The top seven came out of loop two in the same order they went into it, with Hunnicutt a minute behind Smith in third, and Gerber and Richardson rounding out the top five. Morris headed into pit row in sixth, ahead of Sorenson, Roeseler and Sweetland, but was six places back leaving the pits after time-out to change a melted mousse in his rear tire.

Lewis led the 125cc field through the pits in 14th overall and KX500 pilot Bill Maxim was leading the Over-38 class for the sixth straight time in the National series, despite having what he described as "a pretty bad ride."

"I had no incentive today. I don't know what it was, I just didn't feel like riding," said Maxim. "I wasn't feeling too well and I just thought I'd use this one as a throwaway."

The third and final loop of the course headed out to the north, sharing the same opening section as loop two. "I got lost somewhere out there and missed the turnoff to loop three," said Tommy Ady, who was a promising 13th overall when he left pit row. "I kept going on loop two and made it all the way to the first check before I found out what I'd done. I was 20 miles into it by then and I couldn't ride backwards on the course, so I had

to quit. It was fun while it lasted though."

Hamel was held back by lapped riders as he headed into loop three. "That double part of the course was really stupid," he said. "It was eight miles long and you had to pass really slow people that were still doing their second loop. I had to pass three people on the huge downhill so I didn't get too far behind (Smith)."

But when the opening stretch was over, loop three was worth the wait. "The whole course was really fun," said Smith. "The second loop was pretty fast, but the first one had a little bit of everything and that third loop was wonderful. If they could make it all like that we'd be in heaven. It was really tight up in the pine trees, with wet ground — stuff that desert racers aren't supposed to do."

Smith was hard on the gas all the way around loop three and Hamel was chasing hard in second. Third-placed Hunnicutt was running strong all the way, but almost took himself just five miles from the finish line.

"I hit a rock I didn't see just before the finish and the next rocks I could see, I landed in those," said Hunnicutt. "I was probably in fourth gear going about 60."

Gerber continued a trouble-free ride in fourth, but fifth-placed Richardson was off his bike three times in the last five miles. "The chain derailed three times right before the finish and four guys got by me," he explained. "I had such a good ride and it fell apart when I could almost see the finish line."

Roeseler and Sweetland made the most of the wet ground and elbowed their way up from eighth and ninth, but they were too late to challenge the top four.

Smith completed the 93-mile run in two and a half hours to claim the overall honors, with Hamel taking the 250cc win in second overall, and Hunnicutt took third just ahead of Gerber. Roeseler was nine minutes behind the leader in fifth overall, with Sweetland in sixth.

"I got a good start and I led it all the way," said KTM/HiPoint/Scott/Metzeler/Maxima/Arai/Acerbis-backed Smith. "I needed the win to get the lead in the series. I'm feeling pretty good about it right now. I think we could make this five in a row."

Hamel, who is ahead on points for the 250cc class title, described the Desert Foxes' course as "really bitchin'. I was really impressed. It was a well put on race and I had a great time," he said.

Hunnicutt agreed: "It was a great course — a lot more challenging than (round 5) Colorado," he said. "And it was pretty close all the way. I couldn't see them but I knew they were close because I kept running into their dust."

Fourth-placed Gerber reported a trouble-free ride: "It was a well laid out course. Nothing really happened — I just had fun. Dust was the only factor."

Dust was more than just a factor to fifth-placed Roeseler. "It was really dangerous trying to pass people at the start of the race and there wasn't much I could do," he said. "If you can't see, you can't see and meanwhile, the leaders are getting away. But I had a good time — no flats, no crashes, I just rode hard all day. It's a bit frustrating but that's racing."

Kelly Sorenson brought his KX250 home behind Sweetland to claim seventh, ahead of Corky Maughan and Scott Morris.

Dan Richardson kept his chain in place long enough to take 10th overall ahead of Crandall, who took the four-stroke honors in 11th overall, and Jimmy Lewis headed the 125cc field in 12th.

Duke Lambert took the Over 30 class honors in 15th overall, just two places ahead of Over 30 rival Grant Palenske, and Bill Maxim made it six in a row in the Over 38 division ahead of Utah's Preston Gerber.

Paul Pitts led the Amateur class from start to finish and took the honors in 32nd overall. The win put the RMX250 pilot in front of the Amateur division National contenders for the second year in a row. CN

Winner Dan Smith's KTM teammate Danny Hamel (6) surprised everyone with a second overall finish aboard a 250cc mount. He leads the 250cc class in points.

Results

OVERALL: 1. Dan Smith (KTM); 2. Danny Hamel (KTM); 3. Ted Hunnicutt (Kaw); 4. Brandon Gerber (KTM); 5. Larry Roeseler (Kaw); 6. Garth Sweetland (ATK); 7. Kelly Sorenson (Kaw); 8. Corky Maughan (Suz); 9. Scott Morris (Kaw); 10. Dan Richardson (Hon); 11. Chris Crandall (ATK); 12. Jimmy Lewis (KTM); 13. Greg Searle (KTM); 14. Scott Meyer (Yam); 15. Duke Lambert (Yam); 16. Chris Clark (Hon); 17. Grant Palenske (Yam); 18. Eric Larson (Yam); 19. Clint Stephan (Hon); 20. Mark Lundgreen.

OPEN EX: 1. Dan Smith (KTM); 2. Ted Hunnicutt (Kaw); 3. Brandon Gerber (KTM).

250 EX: 1. Danny Hamel (KTM); 2. Kelly Sorenson (Kaw); 3. Corky Maughan (Suz).

125 EX: 1. Jimmy Lewis (KTM); 2. Steve Hutchings; 3. Jon Almberg (Kaw).

O-30 EX: 1. Duke Lambert (Yam); 2. Grant Palenske (Yam); 3. Clint Stephan.

O-38 EX: 1. Bill Maxim (Kaw); 2. Preston Gerber (KTM).

4-STK EX: 1. Chris Crandall (ATK); 2. Paul Krause (ATK); 3. Terry Bland.

WOMEN: 1. Brenda Nuttall; 2. Kathy Tuma.

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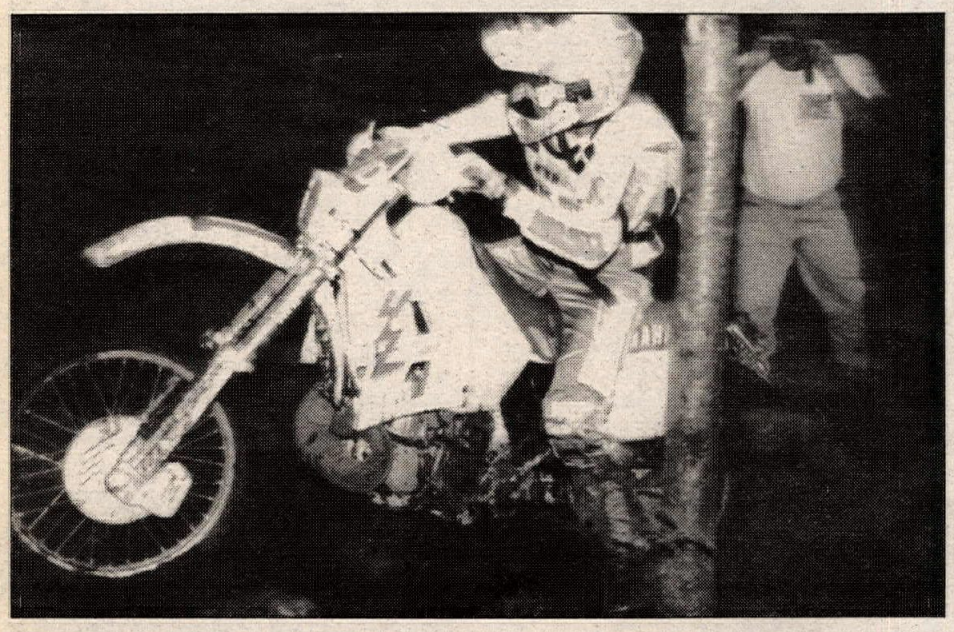
ENDURO AMA National Championship Enduro Series: Round 7

Defending National Enduro Champion Randy Hawkins (28D) extended his series points lead to 10 over Kevin Hines with a narrow win at the Little Rhody National.

Jeff Russell (below) and Fred Hoess each accumulated 14 points, but Russell edged out Hoess on the tie breakers for fourth overall, one point behind Kevin Bennett.



Crucial win to Hawkins at Little Rhody National

By Paul Clipper/Trail Rider and Michael Snyder
Photos by Michael Snyder

W. GREENWICH, RI, SEPT. 30

After a four-week break in the National Championship Enduro circuit, Team Suzuki's Randy Hawkins and KTM's Kevin Hines resumed their series-long duel for the number one plate at the Little Rhody National. The two enduro aces went into the Rhody Rovers M.C.-hosted event with the defending champ, Hawkins, leading the 1987 champ, Hines, by just a few points, but after a day-long sprint through the pine trees and over the famous rock piles of Rhode Island — that saw both Hawkins and Hines drop nine points apiece — Hawkins slipped ahead of Hines on the tie breakers to capture the overall win and jump out to a conservative, yet advantageous 10 point lead in the series over Hines.

Hawkins, who is seeking his third consecutive National Championship title, couldn't have asked for a better-suited course for his type of riding

Early series leader Hines sees his 1990 enduro title hopes slipping away.

style; the Suzuki RMX250 rider is well-known to excel in sprint-orientated enduros, where the special test sections are fairly short but technical, as was the case at Rhode Island. The spectators seemed to be amazed at how aggressively the factory Suzuki rider attacked the sections, some of which were as short as three miles. On the flip side, Hines seemed just slightly more *in control,* although his caution may have been his undoing. Unlike Hawkins, Hines favors longer special test sections and 39 seconds worth of *being careful,* effectively bumped the former champ off the top of the rostrum.

"I raced a race," said Hawkins, when asked if he was risking his neck in the rocks. "I would've ridden just as hard in South Carolina. If I win, I win; if I don't, I'll get him next week. It was close out there, though, and Kevin had some luck. At the first tie breaker, I came in with 4:23 and Kevin came through with 4:58. Two more seconds and he would've lost a point. The same thing happened at another late check — I saw Kevin come through on :59. He just made it both times!"

"I can't complain," said Hines. "I rode my best and Randy matched me all along the way. He rode really well, although I'd like to think that I'm not taking as many risks as he is, but sometimes that's what it takes to win."

The 3rd Annual Little Rhody National attracted a grand total of 260 riders, and as far as the course went, Trail Boss Bill Haas, said, "Compared to the previous year, we tried to cut speed averages to keep riders' point totals down. I think the riders will enjoy what's in store for them."

"I thought the start of the last section could've been faster," said Hawkins. "They (the club) ran it at 21 mph, and at that speed, we could just stay on time. They could've gotten another point out of us at 24 mph. But I thought it was a really good run, I enjoyed it, but I'm glad it didn't rain."

Hawkins' thankfulness for the cooperative weather was perhaps mirrored by all the other riders present, since the last two Rhody Nationals were rainy, cold and just plain *foul.* This year sunny skies and 70-degree temperatures made riding in the rock gardens almost bearable.

Finishing third overall was ECEA points leader Kevin Bennett who rode a Fairway Cycle-backed Honda CR250, dropping 13 points, compared to Hawkins' and Hines' nine. Bennett nipped Yamaha YZ250WR pilot Jeff Russell by one point, while 1989 ISDE "Top American" Fred Hoess finished fourth with 14 points (Russell beat Hoess on the tie-breakers). Tom Norton, the surprise winner at this year's Blackwater 100, rounded out the top five in his first-ever National Enduro ride. Norton, riding a KTM 125, dropped 17 points and claimed High Point A honors.

"I should really be in the B class," said Norton, "since this is only the fourth enduro I've ever ridden! I owe it all to my Keymaster enduro computer, because I had no idea what I was doing out there."

Kelly Getz finished seventh overall and KTM rider Alan Gravitt took eighth, both riders earning scores of 17. The 1989 ECEA Champion, Jack Lafferty Jr., settled for ninth, leading a whole pack of 18-point finishers. Rounding out the top 10 was Russ Stearns.

Eight-time National Enduro Champion Terry Cunningham had a day he would just as soon like to forget. The Team Green rider ended up with a score of 24, which didn't figure into the top 20.

"I got lost a couple of times early in the enduro, which seemed to be a sign for the day that I was about to have."

Perhaps the most inspiring ride of the day was turned in by almost-60-year-old Don Cutler, who is a former factory Ossa rider and ISDE competitor. Cutler won the Super Senior class with 31 points. CN

Results

O/A A & AA: 1. Randy Hawkins (Suz) 9; 2. Kevin Hines (KTM) 9; 3. Kevin Bennett (Hon) 13; 4. Jeff Russell (Yam) 14; 5. Fred Hoess 14; 6. Tom Norton (KTM) 17; 7. Kelly Getz (Hon) 17; 8. Allen Gravitt (KTM) 17; 9. Jack Lafferty Jr. (KTM) 18; 10. Russ Stearns (KTM) 18; 11. Richard Mollenkoft (KTM) 18; 12. Danny Nenstiel (Hon) 18; 13. George Waller Jr. 19; 14. Kerry Clark (Hon) 20; 15. Bert Guerrette (KTM); 16. Steve Hatch (Suz) 21; 17. Mike McHale (KTM) 22; 18. Richard Heins (Suz) 22; 19. Alred Buchholz (Hon) 22; 20. Rick Ingold (Hon) 23.

125 A: 1. Tom Norton (KTM); 2. Michael Lafferty (KTM); 3. Patrick Royer (Yam); 4. Eric White (Suz); 5. Curt Howard (Hus); 6. Terry West (Suz); 7. David Barcow (Kaw); 8. Dale Hiles Jr. (KTM); 9. Bob Agonis (KTM).

200 A: 1. Jerry Lynn (Kaw); 2. Chris Nolan (Kaw); 3. Paul Knowlton (Kaw); 4. Jeff Post (Kaw); 5. Norm Pope (Yam).

250 A: 1. Kerry Clark (Hon); 2. Steve Hatch (Suz); 3. Richard Heins (Suz); 4. Alred Buchholz (Hon); 5. Rick Ingold (Hon); 6. Peter St. Pierre (Hon); 7. Michael Grizzle (KTM); 8. Rick Claxton (Kaw); 9. Jamie Theurkauf (KTM); 10. Chris O'Brien (Hon).

OPEN A: 1. Glen Bauer (KTM); 2. Cliff Tenney (ATK); 3. Steve Ribbe (KTM); 4. Ronald Stavens (KTM); 5. Anthony Tomasello (KTM); 6. Guy Hill (Hus); 7. Eugene Sweetser (ATK); 8. Lloyd Gottshall (KTM); 9. Fred Towslee (KTM).

4-STRK A: 1. John Cushing (Hon); 2. Raymond Davis (Suz); 3. Bob Ellis (Hus); 4. Thomas Rainville (Suz); 5. Bob Dugan (Hon); 6. Jeff Walker (Hon); 7. Don Kirkpatrick (Hon); 8. Jerry Shinners (Hus).

SR A: 1. Allan Zitta (KTM); 2. Jerry Randall (Hon); 3. Ronald Ryan (KTM); 4. Wes Clarke (Hon); 5. Denis Laliberte (Hus); 6. Richard Tompkins (KTM0; 7. Joe Collins (Yam); 8. Wick Wicklind (Suz); 9. John Lafferty Sr. (KTM); 10. Brian Szoc (Hon).

S/SR A: 1. Donald Cutler (KTM); 2. Don Burnett (Yam); 3. Wolfgang Krause (Hon); 4. David Fitzgerald (Kaw); 5. Charles Stapleford (Kaw); 6. Edward Baker (Hon).

O/A B: 1. Michael Lagomarsino (KTM); 2. Michael Zahansky (Hus); 3. Tim Jonelis (Kaw); 4. Wayne Fontanazza (KTM); 5. Kevin Duffy (Kaw); 6. Todd Reder (Suz); 7. Tom Vella (Hon); 8. Paul Moran (Kaw); 9. Mark Marcin (KTM); 10. Dennis Byrnes (Kaw); 11. Glenn Gater (Hon); 12. Steve Reed (Kaw); 13. Martin Graver (KTM); 14. Craig Shenigo (KTM); 15. Ken Robbins (Hus); 16. Scott Evans (KTM); 17. James Burns (Hon); 18. Jim Douston (KTM); 19. Rod Worster (KTM0; 20. Christopher Garber (KTM).

125 B: 1. Mark Marcin (KTM); 2. Craig Shenigo (KTM); 3. Kerry Koeller (Kaw).

200 B: 1. Tim Jonelis (Kaw); 2. Dennis Byrnes (Kaw); 3. Steve Reed (Kaw); 4. Jim Constantino Jr. (Yam); 5. George Barrett (Kaw); 6. Tim Strmiska (Kaw).

250 B: 1. Michael Lagomarsino (KTM); 2. Kevin Duffy (Kaw); 3. Todd Reder (Suz); 4. Jim Douston (KTM); 5. Alan Rustici (KTM); 6. Tim Thigpen (KTM); 7. Rob Aldokimov (Kaw); 8. Brian Smith (Suz); 9. Alan Vetri (Cag); 10. Jeff Bauer (KTM).

4-STRK B: 1. Glenn Gater (Hon); 2. James Burns (Hon); 3. Erik Nijkamp (Hon); 4. John Campetti (Hon); 5. Chuck Fabian (Hon); 6. Jim Thompson (Hon).

OPEN B: 1. Michael Zahansky (Hus); 2. Wayne Fontanazza (KTM); 3. Martin Graver (KTM); 4. Rod Worster (KTM); 5. Christopher Garber (KTM); 6. Tom Wheeler (KTM); 7. Rodman Rodgers (KTM); 8. Scott Taylor (KTM); 9. Bill Martin (KTM); 10. Bob Young (KTM).

SR B: 1. Kenneth Ettinger Sr. (Hus); 2. Jack Schwarz (Kaw); 3. Ron Courtemanche (KTM); 4. Gary Circosta Sr. (Hus); 5. Ernie Mellor (KTM); 6. Nicholas Corwin (KTM).

S/SR: 1. David Severe (KTM); 2. Robert Hoover (Hon).

WMN: 1. Kathy Campbell (Kaw); 2. Diane Pavoni (KTM).

WORKBENCH

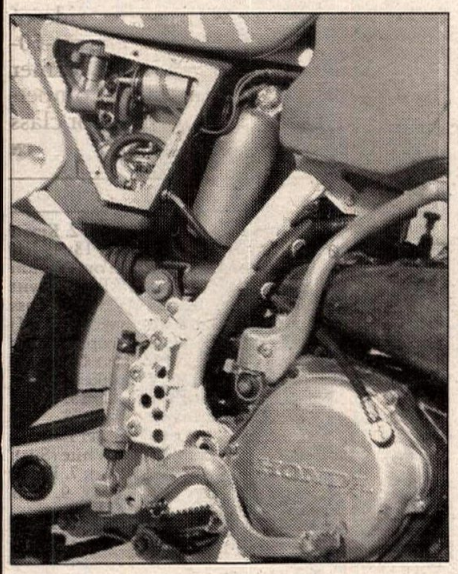
By Nate Rauba

No more pulling clutch levers

For someone learning to ride a motorcycle for the first time, one of the most difficult things to master is the proper coordination of the clutch and throttle. Many people won't even attempt to learn such coordination in order to drive a manual transmission automobile, much less try it on a motorcycle.

But Jason Swist, from Alberta, Canada, has come up with the Ace Clutch System, an automatic clutch that would make learning to ride simpler and virtually eliminate stalling. Swist got the idea when he lost a motocross race after stalling while leading on the final lap.

After five years of development, Swist has a working prototype automatic clutch mounted on a Honda CR500 motocross bike. The setup is fairly simple and consists of an on/off switch and a throttle sensor on the handlebars; solenoid, air pump and reservoir located in a small box on the side of the airbox; a special pneumatic clutch pressure plate and a machined clutch cover.



Operation is simple. When the on/off button is pushed while the motorcycle is idling in neutral, the air pump is activated and creates pressure to disengage the clutch so the bike can be put into gear. When the throttle is turned to a certain point, that air pressure is released and the clutch engages. To shift, merely back off the throttle momentarily and tap the shift lever.

The clutch engagement is very smooth, so smooth that in a brief test session on a dry, hard-pack track there was very little wheelspin, even when we dumped the throttle and tried to break the rear end loose. The point at which engagement occurs can be adjusted by the throttle sensor, while the diameter of the pneumatic hose controls how quickly the air pressure is released.

With an automatic clutch you can blast into a turn and hit the brakes hard at the last moment without worrying about stalling. The throttle has to be completely backed off, as we found the motor can still stall if left open even a little bit under heavy braking.

However, the throttle sensor will likely be eliminated since Swist has plans to utilize a digitally-controlled computer to monitor engine rpm and possibly intake velocity and engine compression. The clutch would then disengage automatically when the engine reached a predetermined load limit.

It's not just off-road riders who would benefit from an automatic clutch, and Swist sees a much wider use for the system on street machinery. Swist is currently trying to reach a licensing agreement with the Japanese manufacturers so that his automatic clutch can be put into production, but if such an agreement can't be made he says he may sell his clutch as an aftermarket product. CN

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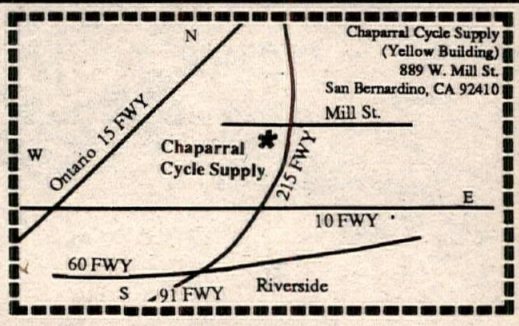

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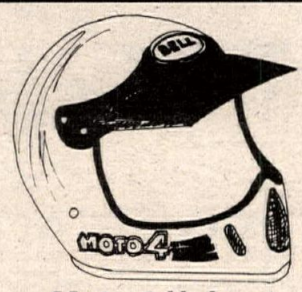
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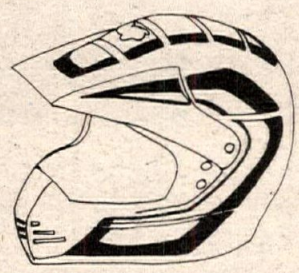
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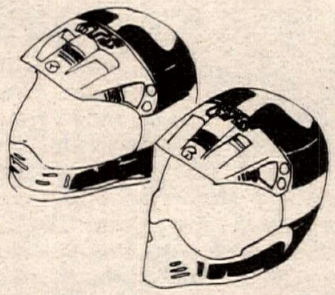
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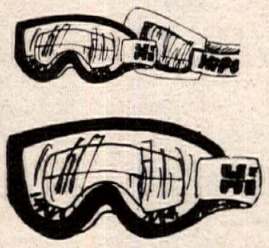
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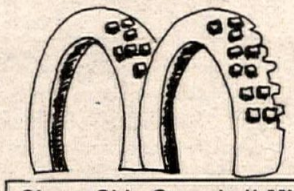

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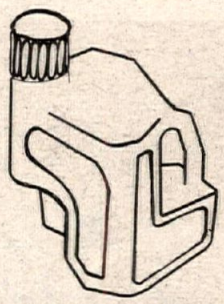
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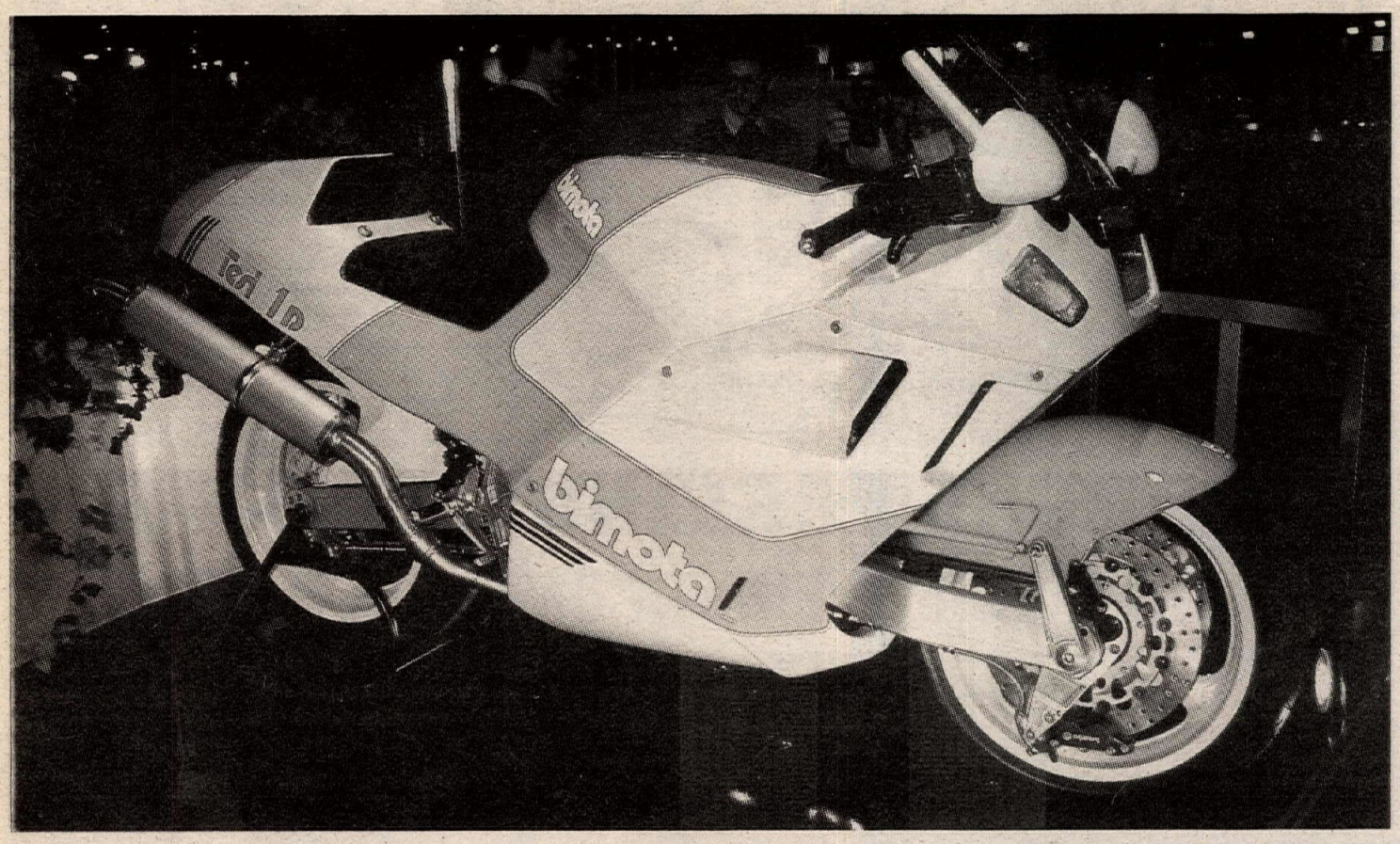
SHOW IFMA Cologne Show 1990



The greening of the motorcycle

By Alan Cathcart

Two themes dominated the IFMA Cologne Show: new concepts in motorcycle design, and environmentally-friendly applied technology. The greening of the motorcycle, coupled with an onslaught on the established mold of two-wheeled convention, has never been more popular, even if the vogue for catalyst exhausts, voluntary power limits, ever-quieter silencers and improved fuel consumption stems from a desire born of necessity, leavened with a healthy dose of self-interest.

As BMW chairman Hans Glas remarked: "Issues of safety and the environment come first with BMW, and since we wish to act ourselves without any pressure from lawmakers, we have decided to launch BMW's environmental offensive at the 1990 IFMA Show."

In other words, go green on a voluntary basis before you're forced to, and hope the resultant good publicity will have a beneficial effect on the overall image of motorcycling as a whole in the sight of the public in general and government in particular.

BMW was not the only company to head in this direction at IFMA '90, but they were the ones to trumpet the fact most loudly, perhaps because of their lack of any really new bikes to display at the biennial exhibition which has traditionally acted as a launching pad for the German maker's new models.

Revised bodywork for the GS enduro range along Trans(Bavarian)alp lines was the major innovation, coupled with the adoption of Marzocchi front forks and a special Bilstein rear unit offering greater adjustability for the Paralever suspension now fitted to both the R80GS and R100GS, but like all boxers — now comprising 40% of BMW's 31,000 annual production (itself a 10% increase over '89) — the GS models are now available with the SAS (Secondary Air System) emission control device already employed to pass U.S. norms. Only available as an option, SAS is the first of BMW's three-way green offensive, matched by a fully-controlled three-way catalytic converter (expected to retail for about DM850 from May '91) also available as original equipment only for the 16-valve K-1 and K100RS models, and by a retro-fittable non-controlled (without oxygen sensor) three-way system available for the two-valve K-series four-cylinders.

No sign of the born-again Boxer engine known to be under development, but which PR chief Hans Sautter says will not be on sale until 1993 at the earliest, though the basic format for the liquid-cooled engine has now been decided on. Otherwise, the worldwide availability of the K75RT hitherto sold only in Spain and the U.S. was BMW's only significant new step for '91.

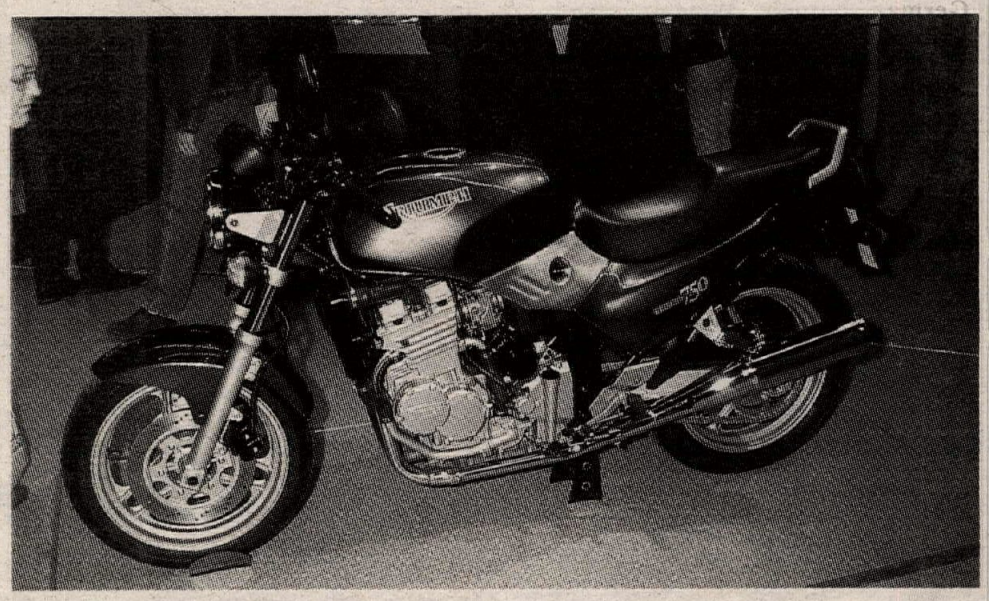
Also going green are BMW's new compatriots MZ, who debuted their own three-way catalyst system at IFMA, claimed to be the first developed for two-stroke use and available immediately on their existing range which celebrated impending reunification of the two Germanys and the entry of DDR industry into the real world by appearing in a range of colors straight out of the Aprilia catalog. A 250 "Prototyp" with half fairing designed by Briton Tony Divey, but still fitted with the humble — but economic — piston-port two-stroke single-cylinder engine showed the way MZ hope to stay alive in the immediate future, but their days are surely numbered without a massive cash injection to enable them to build a new factory.

While German manufacturers marked time, therefore, the stage was stolen at Cologne by foreign companies, headed by the unquestioned stars of the show, Bimota and Triumph. The small Italian firm more than satisfied expectations with the much-awaited debut of the street version of their hub-center Tesi ID, now available in customer form with fuel-injected 8-valve Ducati engine in either 851cc or 904cc versions. The latter retains the stock 92mm Ducati bore but employs a 68mm stroke rather than the standard 8-valve 64mm crank, thanks to new, more robust crankcases introduced by Ducati on their own engines which permit the longer stroke to be reliably used.

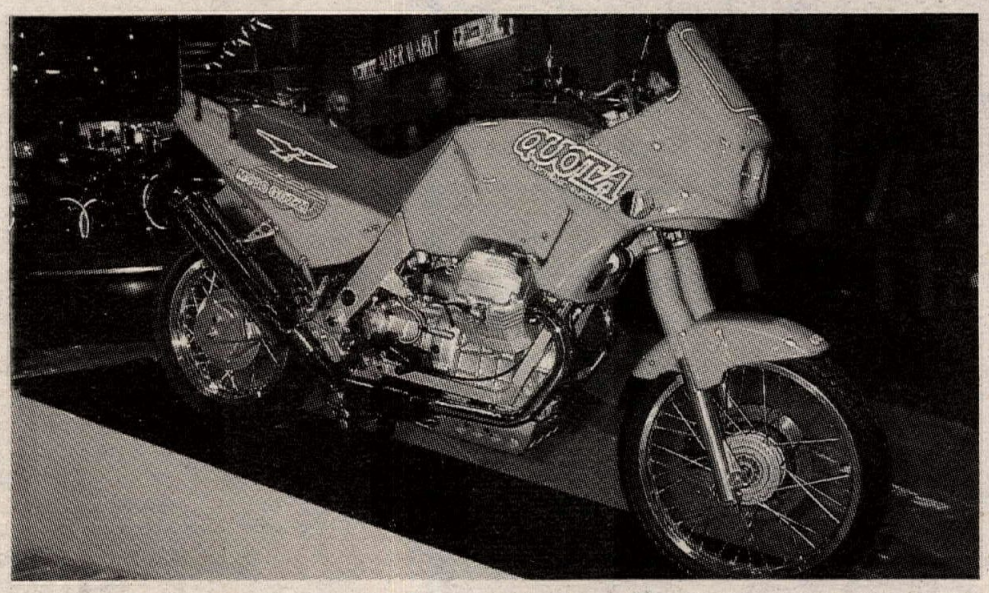
Bimota will produce the Tesi in both forms according to customer preference, and are developing their own range of performance parts for the eight valve desmo engine, though the racing version also shown at Cologne (with a different color scheme from the roadster which some observers found more pleasing) will only be available to special order. With the first batch of 150 bikes now being built.

Bimota may justly claim to be the first to bring alternative chassis technology to the highway in mass-produced form in the modern era, but it hasn't stopped them from updating their existing Yamaha-powered range with the launch of the new Dieci (Italian for '10', preferable to the designation YB10, according to factory boss Giuseppe Morri, because it's a real word instead of one that just looks like one — what's an Ybio, anyway?!) An update of the Tuatara, with fuel-injected FZR1000 engine, it will similarly be built in limited numbers for those with deep pockets and a desire for exclusivity.

Triumph on the other hand launched their mass-volume attempt to revive the British motorcycle industry (though owner John Bloor sees it as anything but such a quixotic ideal!), with nine motorcycles on display at Cologne which formed a highly impressive debut for the born-again marque. Judging by the enthusiasm of the hordes of German punters lining up to take their turn to sit on them, and their reluctance to get off again, the new Triumph models look like they've passed the litmus test of



(Left) Bimota joined Triumph in stealing the show with the debut of the Tesi ID. (Below) The all-new Triumphs, including the 750cc three-cylinder, impressed show visitors.



(Left) Moto Guzzi displayed the final production version of the Quota Enduro, first shown at Milan last year. It features a fuel-injected engine.

customer acceptance in their number one target market, with reaction to the unfaired 700 and 900 Trident three-cylinder roadsters universally the most favorable.

By cleverly mixing engine specifications, body styles and color schemes, Triumph has created an instant range with impressive depth in the most profitable sector of the market: 750cc and over. They've also done so without more than a passing reference to their past, the total of six different models on display bearing some familiar names like Daytona and Trophy. The latter employs the long-stroke version of the modular chain-drive DOHC engines, with the 1180cc Trophy sports tourer yielding 141 hp at 9000 rpm from the 76x65mm four-cylinder 998cc form, and 90 hp as a 749cc triple — same as the unfaired Trident roadsters. Styling and graphics are completely modern, and the quality of finish on the show bikes, shod with a variety of tires from Dunlop, Michelin, Avon and most popularly Metzeler (four out of the nine) was excellent.

Hopefully, these impressive newcomers with distinctly Oriental appearance and build quality — on the outside at least — will prove as adept on the road as they did on their German launch. Welcome back, Triumph.

Triumph's British counterpart's Norton surprised everyone by canceling their stand at the last moment, citing the recent difficulties of homologating their rotary engine in Germany as the reason for their non-appearnce.

"We can't sell the F1 in Germany yet," said Norton boss Philippe LeRoux, spotted walking through the displays of rival manufacturers, "so we preferred to save on budget and wait till we're ready for the local market."

Similarly absent, and also at the last moment, was Laverda; rumors of the legendary Italian marque's demise were rife at Cologne after they canceled their stand five days before the show, but all may not yet be lost, if rumors of a new buyer for the troubled factory are true.

Completing the list of notable absentees was Jawa/CZ, the Czech company also in the throes of major reorganization after the momentous events of the past year in Eastern Europe. *(They were represented, though, by Motokov, the Czech firm that markets CZ and Jawa motorcycles outside of Czechoslovakia . . . Editor.)*

Already involved in the former Communist bloc, with the decision announced at Cologne to build a new factory in Hungary, is Moto Guzzi, who displayed the final production version of the 1000 Quota Enduro first shown at Milan a year ago and fitted with a fuel-injected version of the big Le Mans engine. The Quota has now been substantially revised with much more svelte styling as well as lowered so that even taller riders won't need a stepladder to climb aboard, while similar revamping has taken place on the 1000 Daytona 8-valve which Guzzi still refuses to call the Dr. John Replica although everyone else does. This must surely hold some sort of record for attenuated development even amongst Italian factories, but production of the belt-driven SOHC V-twin is allegedly due to start in January, in fuel-injected form only. The rear section of the bodywork has been restyled, there are new can-type silencers, and altogether a more finished look to this much-awaited model in IFMA form.

An alternative to the factory 8-valve offering was displayed at the nearby Magni stand, with the Guzzi SOHC engine fitted to a Magni chasses with parallelogram rear suspension and neo-classic styling based on the existing Sfida range. Deliveries of this will start once Guzzi get their act together engine-wise.

Likely to appeal to more traditional Guzzi customers are the two completely new pushrod V-twins launched at Cologne, a 750cc version of the Nevada custom bike, and the California Classic, representing Guzzi's entry in the currently fashionable 'nude bike' stakes (which some would say they invented, simply by never changing their design concepts!). This comprises an unfaired version of the one-liter fuel-injected Cali III tourer, available like all the 1000cc pushrod Guzzis with three-way catalyst and running on unleaded fuel, in honor of which the 1000s so equipped at IFMA bore green stripes and chassis instead of the previous orange. . . !

Defiantly bucking the greening trend, Ducati's all-red range of bikes has yet to discover catalyst exhaust systems. Instead, Ducati launched a completely new version of the best-selling 900SS, now fitted with 38mm Mikuni carbs to replace the troublesome Webers, hitherto used on the two-valve desmo range. Further evidence of Ducati designer Massimo Bordi's increasingly Oriental leanings are provided by the Showa upside down forks fitted to the new bike, which has also been completely restyled and is available with either a full fairing or more traditional half-fairing. Strangely, the latter version was not displayed at Cologne even though it's likely to be the better seller of the two among committed Ducatisti, but a press kit photo showed a horny-looking bike that recaptures the desmo V-twin allure of yesteryear. Alongside the fully-faired 900SS therefore sat the new 907, i.e., a Paso by any other name but now fitted with Weber/Marelli fuel injection to replace the troublesome Weber carb, on the water-cooled two-valve engine. Styling is also revamped, and running gear uprated with a thankful farewell to 16-inch wheels, echoed throughout the Ducati range.

The 851 8-valve continues unchanged in street form, but the 1991 version of the 851SP, with production version of the 888cc engine which seems likely to win this year's World Superbike title, debuted at Cologne with a likely price tag of around 50 million lire and claimed to be the closest thing feasible to a Roche Replica. And for that money, they don't even paint the wheels — but you do get a claimed 128 bhp at 10,500 rpm, and new, stronger crankcases across the whole V-twin range, which on the 900SS at least are left in their bare metal state externally: maybe they'll stop painting the rest of the engine black before too long.

Not much else new in the rest of the Cagiva Group's offerings, the fully-faired version of the 125 Mito having been launched in Italy during the summer but here making its Show debut the week after being tested at 107 mph in standard form by an Italian magazine! The fuel-injected 900 Elefant enduro now wears a town suit in discreet grey for the excutive commuter, making it a diametrically opposed concept to urban transportation from Aprilia's major new offering at Cologne, the 50cc Amico scooter, in which the company which now leads Italian manufactureres in terms of sheer volume (and probably profitability too) has invested no less than 8 billion lire in development costs.

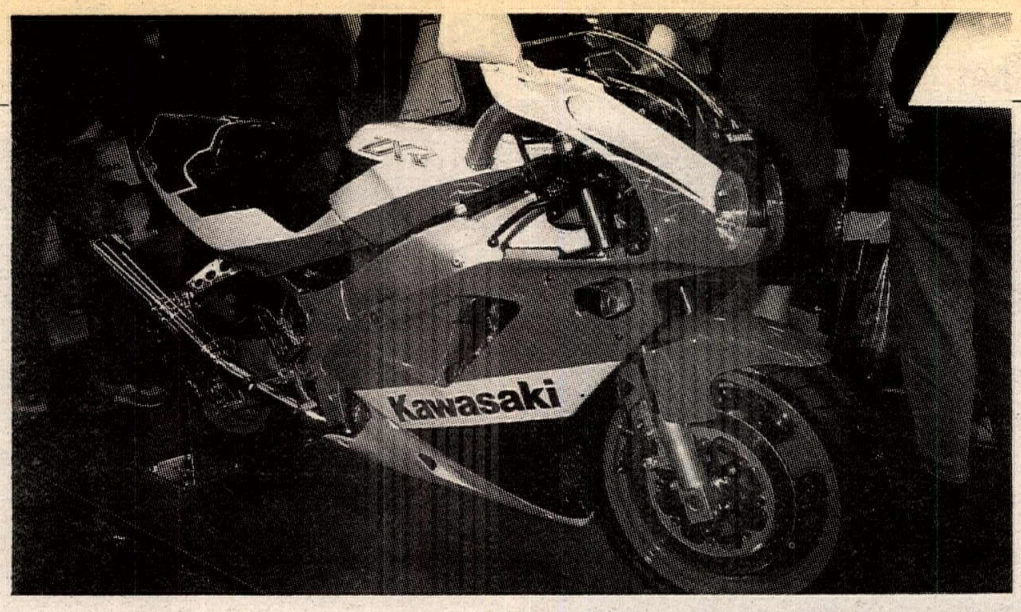
"We believe that the two-wheeler has an exciting future ahead as traffic gets worse and more cities close their centers to cars," says Aprilia boss Ivano Beggio. "A chic and elegant scooter like the Amico will become more common in use in the 1990s, not only in terms of convenience but also to assist in preserving the environment and as a practical fashion accessory."

Such is the importance that Aprilia place on the Amico that they held back the debut of their 650cc Pegaso trail bike, powered by the 5-valve Rotax-built engine displayed in public for the first time at Cologne in bare motor form only, until the Bologna Show in December, as well as the V-twin 250cc AFIV race replica sports bike which would have sat uneasily with the company's environmentally-aware IFMA image.

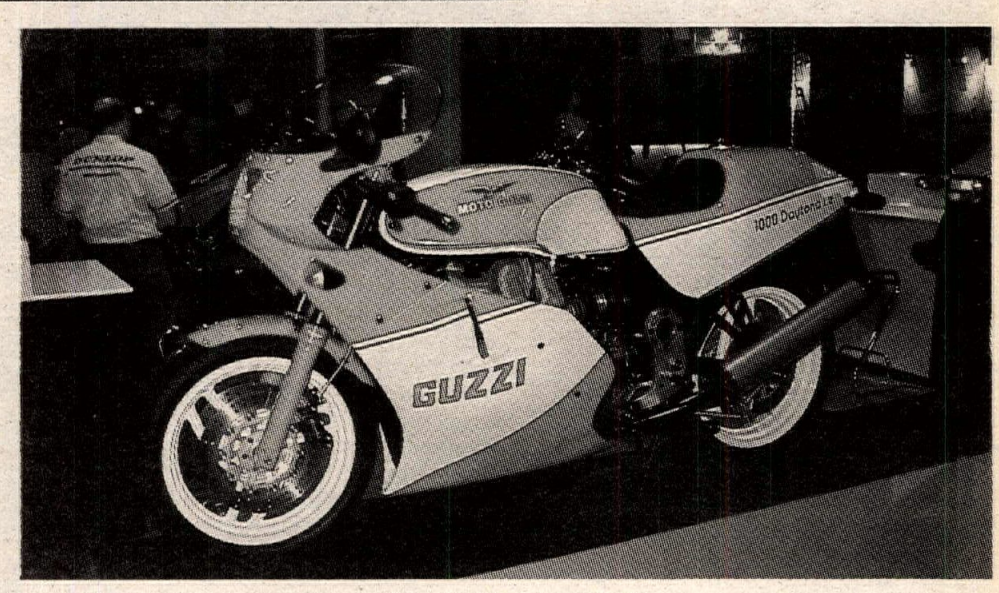
A new range of colors, with more earth and metallic tones, appeared on the rest of the existing range, heralding a new departure for the trend-setting color artists of the two-wheeled world which is sure to be echoed sooner rather than later in Japan.

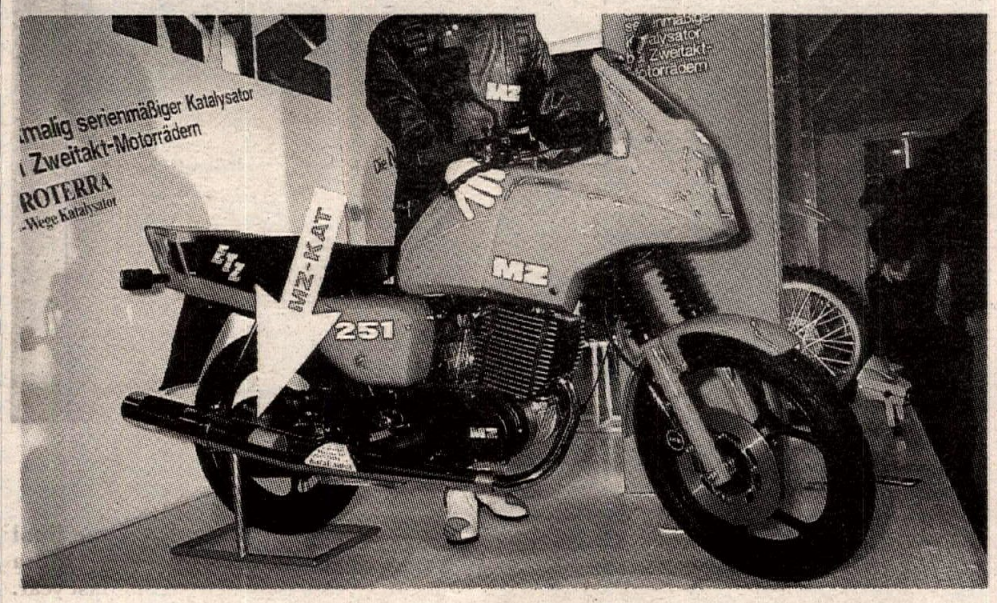
Striking out in new directions but with rather less certainty inasmuch as many of their designs are still at prototype stage were the Piaggio group, whose Gilera marque is Aprilia's main rival among Italian makers.

Gilera paraded four project bikes — well, machines — alongside the revised version of the RC600 enduro, now revamped to offer a softer, more street-orientated ride along Aprilia Pegaso lines, a change hardly emphasised by its dramatic new paint job. But more avant-garde was the 125cc Futuro scooter, a clear copy of Honda's CN250 foot-forward machine which by no coincidence numbers among its



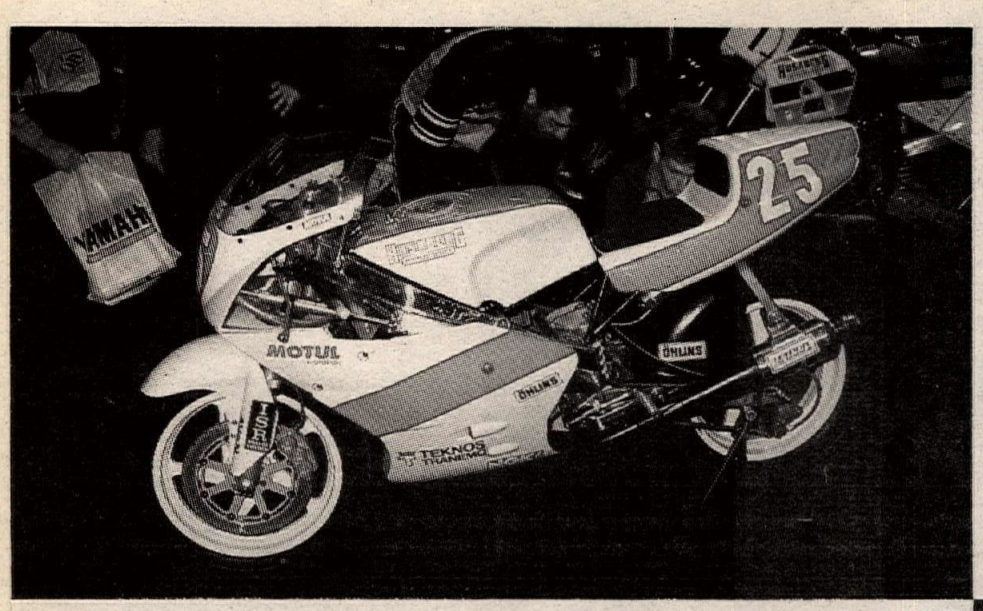
(Left) Kawasaki's main new model displayed at Cologne was a redesigned version of the ZXR750, in essence a street-legal road racer.





(Above) The Moto Guzzi 1000 Daytona is called the Dr. John Replica by everyone but Guzzi. Production of the eight-valve SOHC V-twin will allegedly start in January. (Left) MZ displayed the 250 "Prototyp" as well as a catalytic converter exhaust system for two-stroke engines.

SHOW IFMA Cologne Show 1990



(Left) In addition to dirt bikes, Husaberg gave attendees a look at its works road racer that is equipped with a Harris alloy twin-spar chassis.

owners Gilera chief engineer Federico Martini! Another prototype, the 50cc Tender pocket bike imitates the Honda EZ-9 theme, with the important addition of a lockable compartment for an open-face helmet, while the 50cc Bimodale scooter has both petrol and electric motors which the rider can alternate between as necessary. Of more dubious attraction was the last of the quartet of Gilera-Piaggio novelties, a so-called three-wheeled scooter that in reality is a four-wheeled minicar powered by a new 280cc four-stroke single-cylinder engine that would appear to offer nothing that a Fiat Panda 30 can't do already, except less space.

More immediately practical are the Piaggio group's fuel-injection developments, shown at Cologne in both direct and indirect form on single-cylinder 125cc engines and likely to be introduced on their street range in 1992. Before then, Gilera plans to launch their Cx production range, fitted with the 'monotubo' front end debuted on their '89 Milan Show dream bike, at Bologna in December, thus proving that their avant-garde prototypes do make it through to production in short term.

Whether such a future awaits Yamaha's Morpho multi-adjustable dream bike, shown at Cologne for the first time outside Japan, is less certain, but together with the oval-piston NR750 Honda protype similarly making its European debut on an adjoining stand, the Morpho represents the leading edge of Japanese alternative design technology.

More immediately available is the long-awaited 5-valve Yamaha single, launched in 660cc enduro form at Cologne as the top of the Tenere single-cylinder line. The 100x84 mm water-cooled engine is based on the works Paris-Dakar machines of recent years, and if Yamaha doesn't market a roadster equipped with the same engine very soon, there are lots of small European chassis manufacturers who will! Meanwhile, the XTZ660 is presently available in enduro form only, slotting in between the air-cooled ZR600E and twin-cylinder XTZ750 SuperTenere, both of which continue in updated form.

At the top of the Yamaha line, the FZR1000 now has upside-down forks, uprated brakes, revamped, more aggressive styling and a slimmed-down chassis, while the FZR600 is similarly restyled, and fitted with a beefier swingarm and wider wheels, shod with low-profile radials.

Completing the major changes for '91 from the company which is number one ahead of Honda in the German market is the uprated FJ1200 tourer, still air-cooled but slightly restyled and now fitted with electronically-controlled ABS, the first Japanese production bike to be so, at a supplement of DM2000 over the stock FJ1200. No sign of the TZR250, which now appears to have died.

Suzuki hasn't given up on the 250cc two-stroke sports bike, though, and a heavily revised version of the 250 Gamma appeared at Cologne, now known as the RGV250 to align it with Kevin's V4 Cannon and boasting a "banana" swingarm to allow both exhaust pipes to exit on the right side, as well as inverted front forks, a new chassis with smoother edges, wider wheels and tires and hefty 300mm front brakes. Suzuki claims a wider power band for the 62PS blue streak: wonder how much their new 250 V-twin GP bike will deliver?

At the opposite end of the product spectrum is the new GSX1100GG, a "nude" version of the shaft-drive tourer with meaty looks and oil-cooled 16-valve engine, though the born-again Katana many had been anticipating after its relaunch in Japan strangely did not appear. With VX80-like steel chassis, the 1100G is the company's Euro-retro bike, with power limited to 100 bhp for all markets, not only those like Germany where voluntary limits apply. Equally environmentally-aware is the fact that the RGV250 can now be ordered with a catalytic exhaust: first time for a few decades that Suzuki and MZ shared any sort of world first. Meanwhile, the GSX-R750/1100 models have been restyled slightly, especially at the front end, and fitted with a new, more efficient cylinder head as well as other minor changes.

Honda had confidently been expected to launch the eagerly-awaited successor to the RC30 at Cologne, so much so that the show organizer's official press release included the RC40 in the list of new models debuting at IFMA! But no sign thereof, attention instead concentrating on the all-new CBR600, with smaller and lighter engine breaking the "ton" power barrier for the 600cc class for the first time, delivering a claimed 100 hp at 12,000 rpm. Bigger 65mm bores are stacked closer together for a narrower engine, with substantially bigger valves, 35mm carbs, a smaller clutch with more plates, and revised camshaft drive. The chassis is still steel, but with a fatter yet lighter swingarm and completely restyled body, heralding Honda's attempt to regain control of the 600 class they formerly dominated with the CBR600's predecessor.

There was little else new from the Big H at Cologne, apart from detail changes to the various existing models: most visitors just stood and stared with a mixture of awe and longing at the NR750 prototype.

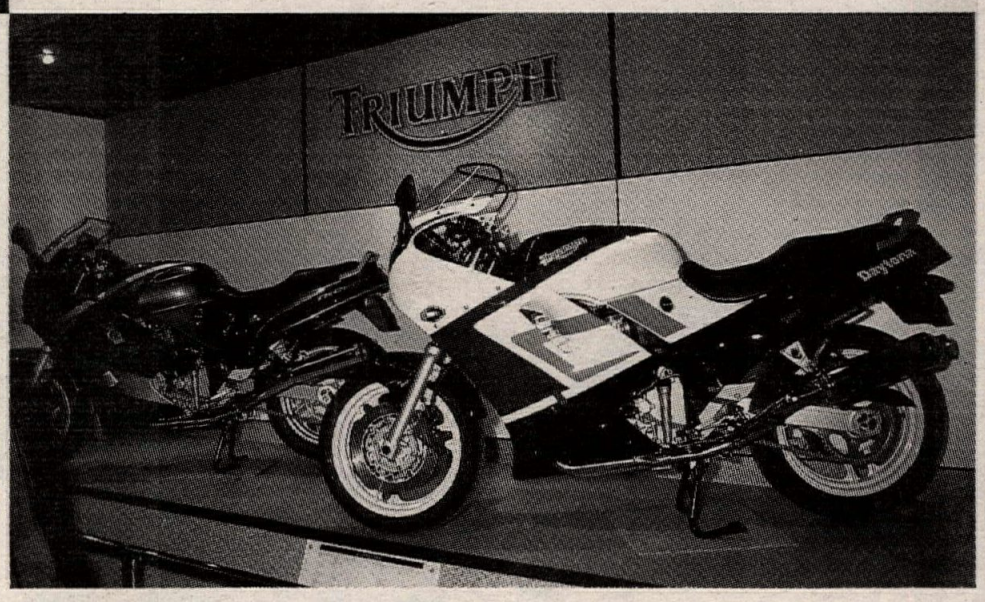
Displaying a distinct affinity with the NR750's aggressive styling was Kawasaki's main new model, a completely redesigned version of the ZXR750 which reflects the company's realization that their existing model (which continues to be available alonside the new bike) is too street-orientated to be an effective tool at world-level Superbike racing — Doug Chandler's victories in the U.S. and Japan aboard Rob Muzzy's bike notwithstanding! Kawasaki have therefore gone the Ducati/Honda route, and then some, by building a 750cc four-stroke GP bike and homologating it for the street, complete with shorter-stroke 71 x 47.3mm engine, bigger valves set at an ultra-flat 20-degree included angle and using only one spring each yet the same maximum rev figure thanks to a lightweight valve train, lightweight and narrower crank with the cam drive moved to the right side, magnesium outer castings and pumper Keihi carbs. The new chassis is a pressed alloy twin-spar frame, fitted with upside down forks, bigger 320mm brakes (but not the six-piston calipers seen on Rob Phillis' works bike this season) and wide wheels with low profile radial tires. The result, clothed in the same bodywork as the works ZXR7 endurance racer, looks likely to have to be ballasted in racing form to reach the 363 lb. Superbike minimum weight limit, and to provide potent competition for the RC30, OW01 and 888 desmo next season — as well as to leave Suzuki futher out in the cold, at international level, at least.

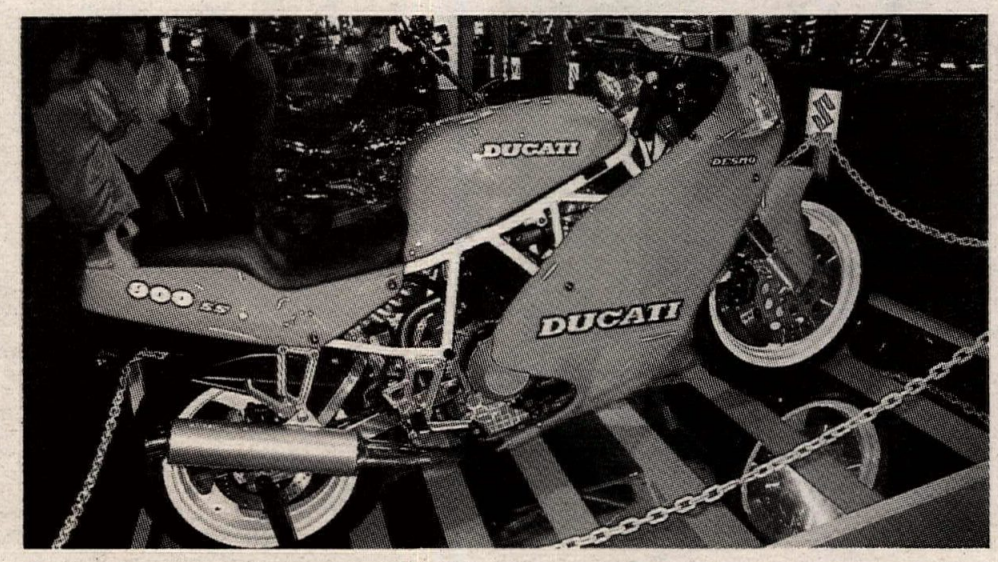
Alongside the range of Zephyr "nude" bikes making their European debut, Kawasaki also displayed the new KLE500, a twin-cylinder enduro employing the 74x58 mm engine from the GPZ500S and heavily orientated towards road riding and commuting, a fact which Kawasaki's publicity for the model emphasizes, terming it "an urban bike which connects city lift and nature."

Among the smaller European manufacturers, Husaberg confirmed their growing success as Sweden's born-again off-road manufacturer with a 350cc version of their established ISDE gold medal-winning lightweight 500cc four-stroke single, as well as displaying the works SoS racer with Harris alloy twin-spar chassis which may well open up new tarmac fields for them. KTM's range was essentially little altered, though they too offered a glimpse at future tarmac applications on a factory basis for their LC4 600cc four-stroke single by displaying Wolfgang Felber's title-winning SoS racer, with steel tube frame that already exists in prototype form for the street.

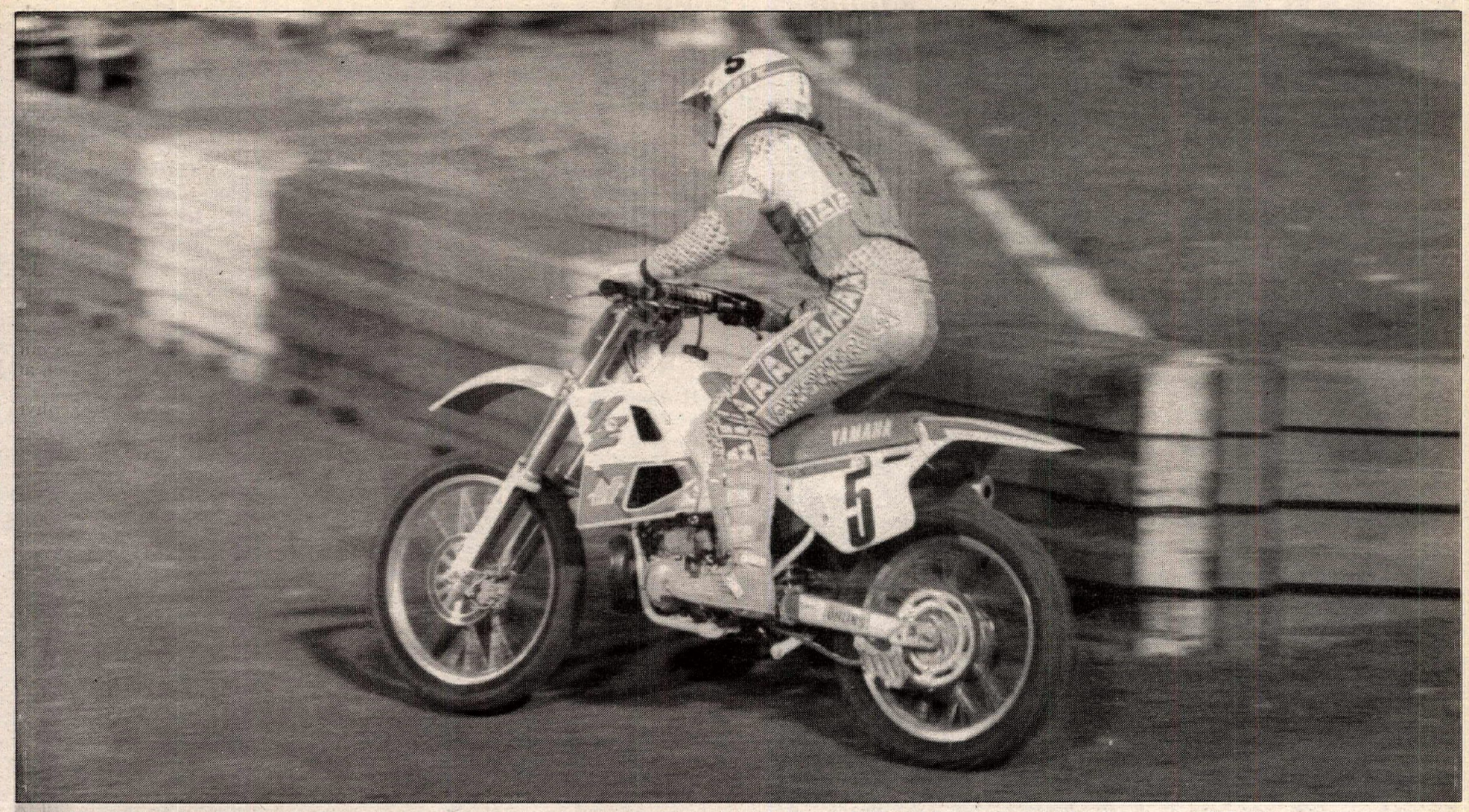
SoS and BoTT race bikes, project bikes and street specials abounded on the ancillary stands at IFMA, powered by everything from SuperTenere engines — like the Cavaletta dream bike on the MO magazine stand — to the Wasp parallel-twin sidecar motor and even hub-center BMW Boxer designs.

IFMA Cologne Show '90 had it all — except that elusive RC40. Maybe Paris? CN





(Above) Triumph showed they haven't forgotten their past as they unveiled new models bearing names like Daytona and Trophy. (Left) The new Ducati 900SS features Mikuni carbs rather than Webers and Showa upside down forks.



Lowell Thomson took the lead early in the 250cc Ultracross main event at Denver's Mile High Stadium and ran away with his first-ever MTEG victory.

Thomson tops in Denver

By Mike Larson

DENVER, CO, SEPT. 29

Lowell Thomson scored his first Mickey Thompson Off-Road Gran Prix Ultracross main event win at Denver's Mile High Stadium, when he grabbed the lead from Corey Cope early in the 10-lap main and never looked back. Kawasaki Team Green rider Mike Craig sliced his way through the pack from a second-row start to take the runner-up spot, while fellow Team Green rider Larry Brooks pulled off a last-lap pass to claim third.

Denver was the ninth stop in the 10-race MTGP Series and while cool temperatures and a steady drizzle dampened the early practice session, by race time it had cleared off and the 38,231 fans enjoyed comfortable temperatures in the 60s.

The 15-rider field was staged in two rows for the first heat race and it was Colorado rider Kip Sandell who led the pack around at the completion of the first lap.

By lap two, Yamaha-mounted Sandell led a four-rider pack that had broken away from the rest of the field. Local rider Derek Brown, Mike Young and Kawasaki rider Jason Edwards filled out the top four and had a comfortable margin on the rest of the pack.

Sandell maintained his lead into lap three, but then Yamaha/Noleen/Clover/Smith-backed Young kicked in the afterburners and passed Brown and then Sandell before the end of the lap. Once in front, Young quickly established a comfortable lead, then Brown slipped by Sandell for second on lap four.

The top four remained the same all the way to the finish, with Young taking the victory, followed by Kawasaki-mounted Brown, Sandell and Edwards. Kawasaki rider Eric Ricke rounded out the top five finishers at the checkers.

Brooks jetted his Team Green/Thor/Pro Circuit/Shoei-backed Kawasaki into the lead off the start in the second heat race, but he had Thomson glued to his rear fender through the first lap. Kawasaki teammates Tallon Vohland and Craig were battling for third, while Dennis Hawthorne, Jeremy Middaugh and Andy Grider weren't far behind.

Brooks and Thomson remained close through the third lap, while Craig had managed to sneak by Vohland to grab third. On lap four the dice for the lead heated up as Thomson zeroed in on Brooks and jammed into the lead. Brooks quickly retaliated and jumped back into the top spot before the end of the lap.

The top five positions remained unchanged to the end as Brooks took the win and Thomson fought off a last-lap charge by Craig to claim second. Kawasaki riders Vohland and Hawthorne filled out the rest of the top five.

Local favorite Cope powered his Honda into the lead at the start of the main and led Kawasaki-mounted Grider and Thomson around on lap one. Thomson made his move on lap two as he blasted by Grider and closed in on Cope, while Craig and Vohland were battling for fourth ahead of a pack of several riders.

On lap three Yamaha/Noleen/Answer/Shoei-backed Thomson saw his pressure on Cope pay off as he quickly slipped by the Honda rider to take the lead. Vohland's bid for the win ended on lap three when the Kawasaki/Yoko/Bieffe/Race Tech rider got squirrely going through turn one and slammed into the Hydro-barriers. This was Vohland's second major crash of the day, as he also got off hard in practice.

By the halfway point of the 10-lap race, Thomson held a small cushion over Craig, who got by Cope near the end of lap three. Behind the leaders there was an intense battle for third through eighth place, with Brown holding off Brooks, Cope, Hawthorne, Young and Sandell.

With three laps to go Thomson maintained his lead, with Craig running a safe second. Brown was holding third, but he was under a lot of pressure from Brooks.

Craig tried to close the gap on Thomson during the final lap, but the Team Green/Thor/Oakley/Bell-backed rider and 1990 Ultracross champ came up short. Thomson sailed to his first main event win on the MTGP circuit with Craig taking second. Brooks, who was charging throughout the main event, got by Brown on the last lap to nail down third. Hawthorne rounded out the top five, while two-time Ultracross champ Jim Holley was mired in midpack throughout the race and could only muster a 12th place finish. CN

Michael Craig (43), who clinched the MTEG Ultracross Series Championship prior to the Denver event, finished second, while Jim Holley (1) ended up 12th.

FILE PHOTO BY KEN FAUGHT

Results

HEAT 1: 1. Mike Young (Yam); 2. Derek Brown (Kaw); 3. Kip Sandell (Yam); 4. Jason Edwards (Kaw); 5. Eric Ricke (Kaw); 6. Phil Stevens (Yam); 7. Shaun Secrest (Kaw); 8. Patrick Bourke (Kaw); 9. Gust Doug (Hon); 10. Bjorn Jorgensen (Yam); 11. Dan Fresh (Yam); 12. Jay Athay (Suz); 13. Daniel Walters (Yam); 14. Curtis Caparralla (Hon); 15. Ignacio Rivera Jr. (Hon).

HEAT 2: 1. Larry Brooks (Kaw); 2. Lowell Thomson (Yam); 3. Mike Craig (Kaw); 4. Tallon Vohland (Kaw); 5. Dennis Hawthorne (Kaw); 6. Andy Grider (Kaw); 7. Corey Cape (Hon); 8. Jim Holley (Yam); 9. Jeremy Middaugh (Kaw); 10. David Clabaugh (Yam); 11. Robert Hanrahan (Kaw); 12. Mike Ulrich (Hon); 13. John Arnott (Yam); 14. Evan Hughes (Hon).

MAIN: 1. Lowell Thomson (Yam); 2. Mike Craig (Kaw); 3. Larry Brooks (Kaw); 4. Derek Brown (Kaw); 5. Dennis Hawthorne (Kaw); 6. Mike Young (Yam); 7. Kip Sandell (Yam); 8. Jeremy Middaugh (Kaw); 9. Corey Cope (Hon); 10. Jason Edwards (Kaw); 11. Andy Grider (Kaw); 12. Jim Holley (Yam); 13. Eric Ricke (Kaw); 14. Phil Stevens (Yam).

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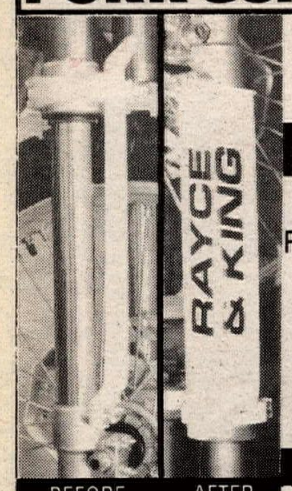

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SPEEDWAY California State Championship

Mike Faria dives to the inside of Alan Christian at IMS Speedway. Faria roosted away and captured the 23rd Annual California State Championship win.

Faria takes California Speedway title

By Scott Daloisio
Photo by Jim Thorn

SAN BERNARDINO, CA, SEPT. 23

Thirty-three year old "Flyin' Mike" Faria took his GM-powered speedway motorcycle to a convincing win in the 23rd Annual Miller Genuine Draft/Yamaha California State Speedway Championship at Inland Motor Speedway. The slender rider from nearby Colton won each of his races and scored an impeccable 15 point maximum.

Faria's rotten big race luck is notorious to fans around the globe, but on this night it did not rear its ugly head. While others struggled to overcome the muddy conditions, Faria adapted quickly and was never headed. It was the second time that the former Belle Vue Piccadilly Ace won the state crown. He also took the title in 1987 at the original Inland Motorcycle Speedway in the heart of San Bernardino.

Sixteen-year-old rookie Brent Werner started the night off with a win in event one. The two-time Junior National Champion led the race all the way after a restart due to Bart Bast sliding out and falling in the turn one mud.

Faria's first appearance of the night came in event two. The track was still muddy, but Faria, on the Warren Russell/Off Shore/Shoei/Tsubaki/Scott USA/Oilzall/Craig Conners-tuned GM had few problems. He passed teenage sensation Chris Manchester in the first turn and went unopposed the rest of the way. Josh Larsen, Faria's Russell Racing teammate, took Manchester on the final lap for second. Alan "Crazy" Christian, 1980 State Champion, hit the mud in turn one on lap two and fell. He finished last.

Defending champ Steve Lucero took his first step towards defense of his crown in race three and things did not go the way he wanted. While trying to get inside Brad Oxley on lap one, they made contact and Lucero hit the inside pipe and fell. He picked his mount up and took off again, but his problems were not over. Bob Bechtold, a rookie in state competition, fell in turn one on the last lap. He got up directly in Lucero's path. Lucero had nowhere to go, hit Bechtold and was knocked down. Lucero kept on chugging, but he had to be content with a third-place finish behind Bobby Schwartz and Oxley.

The opening round ended with Robert Pfetzing going past Charlie Venegas to post his first win of the meeting.

After a round of sidecar racing and a track drag, Lucero came out for his second ride of the night. The track was still extremely slick, but Lucero had no problems. Starting from gate four, he launched off the line and pulled it down on Bast in turn one. They were side by side down the back chute the first time and they made contact in turn three. Lucero held it on longer and took the lead.

Bast, making only his fourth IMS appearance of the year, stayed on Lucero. He dogged the leader inside and out, but in the end, Lucero had enough for the win. He was back in the title picture.

Schwartz won event nine with Christian a distant second. That gave Schwartz two wins in two outings. Faria won the very next race and he was also two for two. When Pfetzing won event 11, he was two for two as well. That left the three of them tied for first with six points each.

Pfetzing stayed perfect with a win to start round three. That gave the 30-year-old star at least a tie with either Faria or Schwartz when the third round was over. Venegas posted his first and final win of the night in event 16.

Lucero's victory aspirations suffered a major blow in event 17. Coming from gate two, he lost the race off the line to Larsen. Larsen then took him wide in the first turn and that forced rim-riding Steve Martin to go down.

Lucero tried to cut under Larsen in turn three on lap one, but Larsen slammed the door in his face. Lucero stayed close to Larsen until the final lap when Larsen inched away for a hard fought victory.

The third round ended with the race most insiders predicted as the one that would decide the title. Don Odom and Scott Brant took their spots on the line, but outside of them were the GMs of Schwartz and Faria. From gate four, Faria launched his Warren Russell GM into first drawing a roar from the crowd. In the first bend, Schwartz got pinched off and found himself in last. That was the kiss of death. While he was trying to fight his way through the field, Faria was at the head of the pack. Schwartz finally took third, but he was not going to get near Brant and Faria. Brant, who sat out much of the year, did not give up. He chased Faria all the way to the line to finish second. After three rounds, Faria and Pfetzing were tied for first with nine points.

After the heat, Faria praised Brant. "I wasn't sure who was behind me," he said while he was pulling off his helmet. "I thought it could be either Bobby or Scott, but I did not have time to check. He was making me work too hard."

Faria was back on the track to start the fourth round and the results were the same. Another victory and another three points. This time Faria won by 10 lengths over Bast and the overall victory was looming so close he could smell it.

Brant took his only win of the meeting in event 23 when he beat Josh Larsen. It was a sweet victory for Brant as Larsen rides for the same owner who fired Brant in early June.

The only rider standing in Faria's way heading into round four was Pfetzing. If Pfetzing won his fourth round ride, their race in event 30 would decide the title. Unfortunately, that juicy plot never developed. Pfetzing wheelied off the line in event 24 and Schwartz shot into first. Before Pfetzing knew what happened Manchester also went by and Pfetzing was mired in third.

As the four-lap race progressed, Schwartz moved away while Pfetzing tried everything to get by Manchester. Nothing worked. Manchester held Pfetzing at bay and dropped him from a tie for first into a tie for second overall with Schwartz.

Lucero closed the fourth round with a well-earned victory in heat 25. Christian ran second all the way and did not gain much on Lucero. That made Lucero's win more impressive as

he returned to the pits with a flat rear tire.

Schwartz took control of his fourth victory in five outings in event 29. The 1984 California State Champion assured himself of at least a tie for second with the win.

While event 29 was going on, Faria stood alone in the pit lane, helmet on and goggles in hand. He would be on the track next and could sew up the title with only a second place finish.

When announcer Terry Clanton announced Faria for the heat, the fans roared. When Faria burst off the line from gate three and streaked away, they all stood and hollered in the evening air. They stayed on their feet and grew louder as the race went on. The local hero was about to post a very important victory.

Faria took the white with a big lead and the crowd really began to celebrate. Simultaneously, Lucero pulled away from Pfetzing. He had to beat Pfetzing so he could face him again in a runoff for second. The checkered came down and Faria pumped the night air with his fist. Lucero took second and got ready for the runoff.

After Faria took a victory lap to a standing ovation, the riders swept him off his motorcycle and tossed him into the air.

Christian and Manchester closed the regular program with wins in heat 31 and 32.

In the runoff, Pfetzing had a small park off turn two forcing Lucero, on one of Faria's motorcycles, to take evasive action to avoid hitting him. That gave Pfetzing control. Lucero went to the outside on the last lap, but could not find the necessary traction. Pfetzing beat him by two lengths for third overall.

The new Champion did his best Scotty Parker imitation on the podium, sucked down some champaigne and talked about why he won. "With Warren (Russell) behind me, things just fell into place. Before they would not have, but now they are falling into place. Things are going to happen for me right now. I can see it coming. This is the 1990s. Ninety begins with the number nine and I have always been number nine. It is number nine's time."

Sidecar

Kawasaki riding Steve Stanton and Tom Tufts defeated defending champions Craig Dempster and Peter Lewis, and Randy McIntyre and Robert Fox to win the State Sidecar Championship.

McIntyre and Fox won three of their four rides on the night, but when their wheel disk came off in round two, they were not allowed to restart and scored zero points. That cost them the title. They ended up tied with Dempster and Lewis for second with nine points each.

McIntyre and Fox and Dempster and Lewis were slated to come back for a runoff for second, but a fight in the pits between a sidecar rider and another team's mechanic resulted in a postponement of the runoff. CN

Results

POINT STANDINGS: 1. Mike Faria (15); 2. Bobby Schwartz (13); 3. (TIE) Rob Pfetzing/Steve Lucero (10); 5. (TIE) Bart Bast/Josh Larsen (10); 7. Scott Brant (9); 8. (TIE) Brad Oxley/Chris Manchester (8); 10. Alan Christian (7); 11. Charlie Venegas (6); 12. Brent Werner (4); 13. Steve Martin (3); 14. Bob Bechtold (2); 15. (TIE) Steve Furman/Chris Castin/Gary Ackroyd (1); 18. Don Odom (0).

SDCAR POINT STANDINGS: 1. Steve Stanton/Tom Tufts (10); 2. (TIE) Craig Dempster-Peter Lewis/Randy McIntyre/Robert Fox (9); 4. Dean Steele/Dwayne King (8); 5. (TIE) Joe Petrgalovic-Ernst Kueng/Ken McIntyre/Mickey Faust (7); 7. Ken Ohrt/Doug Whitson/Alan Bilger (5); 8. (TIE) Ross Millar-Dale Leeder/Steve Harwick-Vern Eade/John Boyer-Parke Weaver (4); 11. Don Partain/Tim Champlin (3); 12. John Simmons/Robert McGath (2); 13. Kent Benander/Cary Pollard (0).

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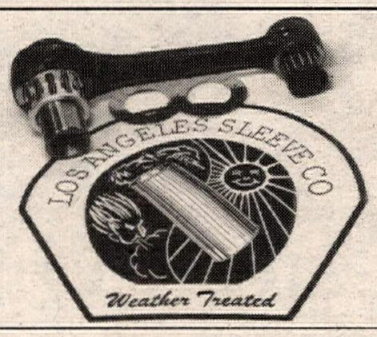

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OFF-ROAD Governor's Cup Flat River GP

Racers grid on the streets of downtown Flat River, Missouri, for the start of Sunday's Vintage competition. More than 650 participated in the 9th Annual Grand Prix.

Riders negotiate across the river that gave the town Flat River its name. The race featured five 20-mile loops throughout the Saint Joe State Park.

Naylor repeats at Flat River GP

By Merle Acord

FLAT RIVER, MO, SEPT. 29-30

In the nine year history of the Governor's Cup Flat River Grand Prix, ATK rider Ron Naylor became the event's first two-time winner. Naylor turned five 20-mile laps in four hours and two minutes, seven minutes faster than Team Yamaha's Tony Hendon, a former National Hare Scrambles Champion and 1986 Flat River GP winner. Scott Summers, reigning National Hares Scrambles Champion, rode his Team Honda XR600 to a third overall, 13 minutes off the pace.

Six hundred sixty riders in nine classes were on hand for the parade through downtown Flat River, Missouri, and the start of the 100-mile race that began when the lead vehicle pulled off at the edge of town and the field splashed through Flat River, and under a railroad trestle thronged with race fans, followed by a five-mile dash to the main course.

"The rules are simple," said Carl Donaldson, race organizer and owner of Donaldson Cycle. "The first rider to ride five loops wins the Governor's Cup and the Gale Halbrock Memorial Trophy."

"We have just over a 20-mile loop," said Donaldson, "and it's all within Saint Joe State Park. There are some 1600 acres here, making it the largest ORV park in Missouri, and it's open all year except this one day for the GP. The cooperation and assistance from the state of Missouri, and the Department of Natural Resources has been terrific. The Flat River Chamber of Commerce sponsors the event and it's a good revenue raiser for them. It allows them to do a lot of things for the kids which they wouldn't be able to do otherwise. This way everybody wins."

Donaldson spoke as a prophet when he said, "This is our ninth year, and we haven't had a repeat winner. It doesn't seem possible when you check out the caliber of riders in the pits. I accuse them of taking turns."

"In the first lap right after we came on to the main course after the downtown start," said winner Ron Naylor, "there was a foul-up with the arrowing and we were circling around trying to pick up the red arrows. The red arrows marked the grand prix course but there were also blue and black from the Vintage and Mini races held earlier. Kurt Hough and Scott Summers took a chance and blasted on though and they were able to pick up red arrows down the course. When they led the way the rest of us followed."

"I finally caught Hough," said Naylor, "and we went at it for a long time before I got around. Then, around the middle of the first lap, I passed Summers when we dropped off into a little ravine. I knew I had the lead so I just settled down and rode steady and tried to make as few mistakes as possible. It was a big advantage having a bike out there bigger than a 250."

"Look at that tire!" said Tony Hendon, as he inspected a rear tire that had all the center and most of the edge knobbies ripped away. "It was best not to get behind anybody today. It was a good course," said Hendon, "they had tight woods and fast sections but most of the trails were old trails and the rocks were coming through.

"I don't know when I took over second," said Hendon. "I was in fifth

Continued on page 50

Bridgestone New York State C'ship

Henry perfect at Broome-Tioga

By Richard DeLibertis

BROOME-TIOGA, NY, SEPT. 22-23

Doug Henry was the picture of perfection, winning all four motos that he entered by dominating the 125 and 250cc Expert classes at the 8th Annual Bridgestone New York State Championships held at Broome-Tioga.

Mike Spear was the overall winner in the 500cc class. Over 350 novices, amateurs and experts competed in the two-day event for the $13,000 cash and contingency prizes.

For Henry, winning was the only thing on his mind and it showed as he ravaged the competition. The general concensus in the pits was that he would be the man to beat.

"Winning like this feels pretty good . . . last night at the 250cc Montreal Supercross I crashed when I was in fifth place and ended up 11th. I was disappointed about that," Henry said.

Shadowing Henry in both the 125 and 250cc Expert classes, with four second place finishes, was Eric McLear. "I've been racing in New England recently and DNF a lot. I was just racing my own race and trying to be as consistent as possible," he said.

The first 125cc Expert moto could have easily been mistaken for a 125cc qualifier at an AMA National. Henry, McLear, Kurt McMillen and 1990 125cc Winter-AMA Champion Chris Coleman were on hand, just to name a few.

Coleman grabbed the holeshot with McLear and Henry in tow. Billy Silverole quickly put a move on McLear but could not make it stick. Coleman stayed out in front until the end of the second lap as Henry sped by and never looked back. McLear was in steady pursuit and moved past Coleman shortly thereafter, and was never challenged.

"I've had a broken wrist and haven't raced hard for almost five months. I'm just going to take my time and let it heal properly, there is no sense in rushing anything," Coleman said in reference to his third-place finish.

Silverole had more than his share of problems keeping Steve Herman at bay. "It's like the damping has been set at 3000 pounds on the rear shock. The motor is pulling fine but we couldn't get the power to the ground," said Precision Performance tuner, Mike Gray. "We'll have it all set by the second moto."

McMillen worked his way through the pack after a poor start to take fifth ahead of Herman at the end. McMillen confessed that he wasn't a 125cc rider and that he was just out to do his best.

While Coleman was not in shape to go the distance against Henry and McLear, his reflexes had not tarnished and he was the first to enter turn one. But Henry and McLear had better drive coming out of the corner and took off to first and second place finishes. Coleman soon lost ground to Steve Herman but never lost sight of him pushing him all the way to the flag.

When the checkered flag drew close to the moto, Henry had a very comfortable lead. "I didn't have too much trouble out there (getting by any of the riders), but my airbox was loose in the first moto which bounced my carb around quite a bit, that might have had an effect on the power."

The 250cc Experts got underway with almost the same cast as its 125cc counterpart. Eric Koch exercised the quickest reflexes to nail the holeshot for the first moto. Unable to hold on to good starts in the 125cc class due to the master cylinder leaking on his front brake and head gasket problems, Koch presevered to a sixth in the first 250cc moto.

Doug Henry topped the 125cc Expert class at Broome-Tioga MX in New York.

Henry owned the first moto from the third turn on and McLear was right behind him. Coleman started near 10th and cut quickly through the pack on the opening lap to pull into third where he remained for the moto. Herman and Silverole kept close company for the entire moto finishing 4-5 at the flag.

Billy Silverole pulled everybody into the first turn, but lost ground to Henry, Herman and Mike Spears within a few turns. While the front three cruised, McLear and Coleman had to overcome poor starts to make up for lost time. McLear faired better than Coleman finishing a strong second with Coleman scrambling through the pack for sixth. Silverole was a solid fourth at the flag with Koch in fifth.

The 500cc class looked to be the showcase for National rider Kurt McMillen. His 30-second lead at the end of the first moto gave indication as to why he is currently ranked ninth in the 500cc National Series. Rick Pinney and Mike Spears spent the duration of the moto trading places until the flag called an end to it. Pinney took a distant runner-up spot.

McMillen was in good position to win the overall until disaster struck on the third lap. Getting a little sloppy through a rutted section, his front wheel jumped over the groove and sent him to the ground. His pursuit of the leaders was impressive as he doubled, tripled and even quadrupled jumps to whittle away at the 20-second deficit. He was able to get third at the flag.

For Spears and Pinney, the second moto was a continuation of the first with the two trading places right up until half a lap to go. Pinney paired up his second place finishes for second overall. CN

Results

125 EX: 1. Doug Henry (Yam); 2. Eric McLear (Yam); 3. Chris Coleman (Kaw); 4. Steve Herman (Yam).
250 EX: 1. Doug Henry (Yam); 2. Eric McLear (Yam); 3. Steve Herman (Yam); 4. Billy Silverole (Kaw); 5. Chris Coleman (Kaw).
500 EX: 1. Mike Spears (Kaw); 2. Rick Pinney (Hon); 3. Kurt McMillen (Hon); 4. Brian Years (Hon); 5. Bart Lucas (Kaw).
SR EX: 1. Bart Lucas (Kaw); 2. Jarret Newby (Hon); 3. Brian Boadwell (Suz); 4. Jon Marshall (Hon); 5. David Ahouse (Hon).
SCHBY: 1. Eric Reilly (Suz); 2. Zy Braun (Kaw); 3. Mike Vrabel (Kaw); 4. Jason Corzine (Hon); 5. Steve Simmons (Suz).
250 AM: 1. Jon Reed (Hon); 2. George Wolter (Hon); 3. Jon Ruddy (Yam); 4. Kevin Tyler (Hon); 5. Carl Shook (Yam).
OPEN AM: 1. George Wolter (Kaw); 2. Jason Langley (Hon); 3. Darren Dryer (Hon); 4. Walter Procanyn; 5. Ron Buts (Mai).
VINT: 1. Bernie Kohler; 2. Mark Bellinger; 3. David Westfall; 4. Gary Chase; 5. Doug Graham.
PLUS 25 EX: 1. Bruce Winters (Hon); 2. John Burfeind (Hon); 3. Mike Jones (Kaw); 4. Walter Beneway (Hon); 5. Paul Turner (Hon).
PLUS 25 AM: 1. Scott Garrison (Kaw); 2. Walter Procanyn (Kaw); 3. Robert Angot (Kaw); 4. Chip Scerbo (Hon); 5. Paul Burfeind (Hon).
200 NOV: 1. Newt Swartz (Suz); 2. Derek Stull (Suz); 3. Anthony Pocorobba (Hon); 4. Chris Blake (Suz); 5. Rich Ruck (Kaw).
125 AM: 1. Eric Reilly (Suz); 2. Jon Reed (Hon); 3. Rick Mason (Suz); 4. Paul Rockwell (Kaw); 5. Jason Corzone (Hon).
50: 1. Shane Bartholf (Itj); 2. Michael Ferrailo (Yam); 3. Jason Antalek (Hon); 4. Justin Tyner (Yam); 5. Mike Silverole (Yam).
S/SR: 1. Fred Lucas (Kaw); 2. Bruce Stratton (Yam); 3. Stephen Coy (Hon); 4. Dennis Mulvahy (KTM); 5. Rees Firestone (Suz).
MINI 9-15: 1. Wayne Scott (Hon); 2. Matt Rockwell (Kaw); 3. Zy Braun (Kaw); 4. Michael Umhoeffer (Hon); 5. David Umhoefer (Hon).
250/OPEN NOV: 1. Tom Cayla (Hon); 2. Ken McCarthy (Kaw); 3. Don Betts (Yam); 4. James Harris (Suz); 5. Chad Moore (Hon).
JR MINI: 1. Casey Higgins; 2. Paul Bradley; 3. Chad Rockwell; 4. Corey Tyner.
SR MINI 12-13: 1. Chris Orme (Suz); 2. Tony Pocorobba (Hon); 3. Mike Umhoeffer (Hon); 4. Zy Braun (Kaw); 5. Scott Rockkwell (Kaw).
SR MINI 14-15: 1. Wayne Scott (Hon); 2. Keith Troccoli (Kaw); 3. Jason Mavvrides (Suz); 4. Rob Seavy (Yam); 5. Shawn Schultz (Kaw).
SR MINI NOV: 1. Scott Keetch (Kaw); 2. Paul Kelly (Hon); 3. Kurt Soderholm (Suz); 4. Keith Michael (Kaw); 5. Jeremy Hinz (Yam).

Kawasaki's Jeremy McGrath pursues Kyle Lewis en route to the 125cc Expert class win at the GFI Fall Series MX at Glen Helen OHV Park in California.

GFI Fall MX Series: Round 4

Antunez, McGrath invade Glen Helen MX

By Tony Alessi

SAN BERNARDINO, CA, SEPT. 23

Factory riders Buddy Antunez and Jeremy McGrath came away winners in the 125 and 250cc Pro classes, after tough competition from a very determined group of local racers at Glen Helen OHV Park.

Kawasaki/Bell/AXO-backed McGrath grabbed the lead at the start of the first 125cc Pro moto. Antunez soon worked his way to second in front of Mike Chamberlain, Kyle Lewis and Erik Kehoe. Antunez made his way past McGrath while Lewis closed in on third. Kehoe and Randy Moody were battling for the fourth spot with Moody passing Kehoe at the halfway point. Antunez put five bike lengths on McGrath while Lewis crashed in a deep berm, handing third to Chamberlain. Moody held tough for fourth followed by Lewis and Kehoe at the finish.

The second moto featured a three-way dogfight for the lead with Kehoe leading half the race. Kehoe, Lewis and Antunez were inches apart with each rider looking for a chance to pass. On the fourth lap Kehoe got his front end tangled in a deep rut and fell over, giving the lead to Lewis. Lewis led for two laps before Antunez dove inside and took the lead. Kehoe joined Antunez and Lewis on the final lap and Sparks began to fly. Lewis made a last-lap pass on Antunez, then inched away while Kehoe tried to get a wheel inside Antunez as well. In the final turn Kehoe jumped to the inside of Antunez and slammed him, but Antunez kept enough momentum to stay upright. Lewis took the win but finished second overall to Antunez. McGrath finished a distant fourth but managed third overall in front of Chamberlain and Kehoe.

McGrath was untouchable in the 250cc Pro class. Kehoe finished second overall after shaking a very determined Lewis in the second moto. Antunez spent most of each moto playing catch-up after crashing into Kehoe in the first moto and jumping on Tracy Monterone in the second. Moody passed Antunez for third in the first moto and ran behind Kehoe and Lewis in the second moto, securing third overall ahead of Antunez.

David Dye continued his dominance of the 250cc Intermediate class after a pair of great motos. Dye holeshot the first moto and disappeared. Bill Sauro was hot on his trail at the halfway mark but crashed, leaving the runner-up spot for Jake Trist followed by Billy Joe Mercier.

Dye and Mercier went at it in the second moto until Dye went down in a turn and Mercier passed him and won the moto. Dye came out the overall winner with his 1-2 score which beat Mercier's 3-1 tally. Jeff Moore, Jeremy Albrecht and Matt Polosky rounded the top five.

Lou Soto won with big leads in both 25-29 Novice motos. Eric Beingesser was close during the early laps but Soto's speed was unchallenged. Weston Reid and Louis Peick had a great second-moto scrap for second with Pieck coming out on top but Reid taking a better overall finish. CN

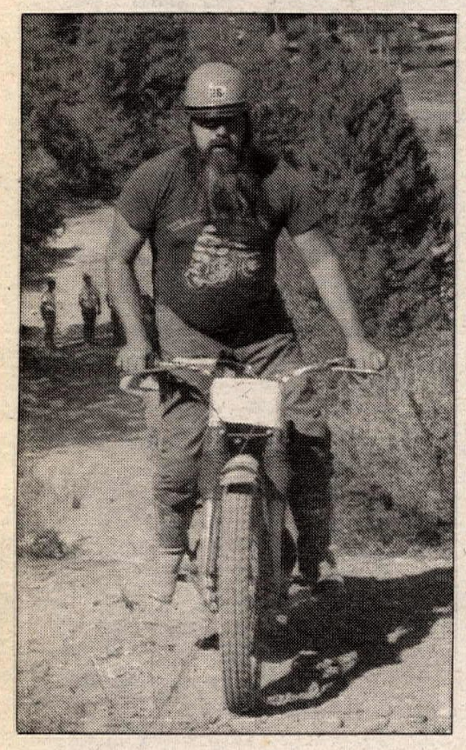
Results

80 BEG: 1. Jimmy Varis (Suz); 2. David Aleman (Suz); 3. Joshua Amaradio (Hon); 4. A.J. Asparture (Kaw); 5. Garth Milan (Kaw).

LOCAL EVENTS

Kenny Olsen (758) takes the early lead in the 125cc Expert class at Albany MX in Oregon. Tony Graves (219) ended up taking the class win and championship.

Steamboat Springs hosted the final round of the AHRMA Vintage Trials Series.



80 NOV: 1. Angelo Ingrande (Kaw); 2. Phil Richmond (Kaw); 3. David Ferrier (Kaw); 4. Scott Johnson (Suz); 5. Armando Overlund (Hon).
80 INT: 1. Ty kady (Kaw); 2. Larry Linkogle (Kaw).
80 EX: 1. Craig Deckert (Kaw).
125 BEG D-1: 1. Jimmy Martinez (Hon); 2. Joey Cirocco (Hon); 3. Richard Toole (Hon); 4. Daniel Chiaramonte (Kaw); 5. Kevin Wozniak (Suz).
125 BEG D-2: 1. Charles Vale (Suz); 2. Chris Hughey (Hon); 3. Mike Carr (Hon); 4. Mike Battista (SCR); 5. Raymond Morales (Suz).
125 NOV D-1: 1. Brian Taylor (Yam); 2. Sean Rundle (Kaw); 3. Kris Keefer (Suz); 4. Billi Reimer (Kaw); 5. Aaron Wasnea (Kaw).
125 NOV D-2: 1. Duane Dearman (Kaw); 2. Jason Foxe (Hon); 3. Shay Fretner (Suz); 4. Bobby Hubbard (Suz); 5. Mario Cano (Hon).
125 INT: 1. Donald Upton (Hon); 2. Freddie Villagra (Suz); 3. David Casada (Suz); 4. Charlie Flippen (Suz); 5. Aaron Wenstrup (Suz).
125 PRO: 1. Buddy Antunez (Suz); 2. Kyle Lewis (Kaw); 3. Jeremy McGrath (Kaw); 4.Mike Chamberlain (Yam); 5. Erik Kehoe (Hon).
250 BEG D-1: 1. Lawrence Lewis (Yam); 2. Bobby Phillips (Kaw); 3. Andy Stix (Yam); 4. Alan Violette (KTM); 5. Rony Montoya (Hon).
250 BEG D-2: 1. Mark Fitzgerald (Suz); 2. Matt Edwards (Hon); 3. C.T. Watanabe (Hon); 4. Brian Hill (Yam); 5. Brian Easley (Yam).
250 NOV: 1. Jason Foxe (Yam); 2. Mat Bateman (Yam); 3. Donnie Dearman (Suz); 4. Jimmy Butler (Suz); 5. Tracy Asher (Suz).
250 INT: 1. David Dye (Hon); 2. Billy Mercier (Suz); 3.Jeff Moore (Hon); 4. Jeremy Albrecht (Kaw); 5. Matt Polosky (Suz).
250 PRO: 1. Jeremy McGrath (Kaw); 2. Erik Kehoe (Hon); 3. Randy Moody (Kaw); 4. Buddy Antunez (Suz); 5. Tim Telford (Yam).
500 BEG: 1. Scott Churchill (Hon); 2. Greg Mazzio (Kaw); 3. Jim McKenzie (Kaw); 4. Kelly McDougall (Hon); 5. Dean Brown (Hon).
500 NOV: 1. Frank Steiner (Kaw); 2. Dan Paulson (ATK); 3. Raymond Andes (Hon); 4. Michael Wygant (Hon); 5. Timothy Silkwood (Hon).
500 INT: 1. Scott McKey (ATK); 2. Tom Engel (Hon); 3. Mike Dougherty (ATK); 4. Steve Reeves (ATK); 5. Mike Seeley (Kaw).
500 PRO: 1. Mickey Dymond (Kaw); 2. Willy Musgrave (ATK); 3. Jeff Scott (Kaw).
25-29 BEG: 1. Richard Worley; 2. James Randel (Hon); 3. C.T. Falk (Yam); 4. Mike Carr (Hon); 5. Clay Willison (Hon).
25-29 NOV: 1. Lou Soto (Kaw); 2. Eric Beingesser (Yam); 3. Weston Reid (Kaw); 4. Louie Peick (Hon); 5. Bill Reimer (Kaw).
25-19 INT: 1. Kevin Fringer (Hon); 2. Ken Erb (Suz); 3. Scott Walker (Kaw); 4. Rob Engel (Hon); 5. Tim May (Hon).
VET NOV: 1. Jim Peters (Hon); 2. Bill Randall (Kaw); 3. Matt Nelson (Suz); 4. Kelly Franklin (Hon); 5. Greg Pagan (Hon).
VET INT: 1. David Sarzian (Hon); 2. Scott Curtis (Kaw); 3. Philip Taboada (Hon); 4. Frank Steiner (Kaw); 5. Robert Temple (Hon).
VET PRO: 1. Tim Lunde (Kaw); 2. John McCaughey (Hon).
OT NOV: 1. Robert Wyckoff (Kaw); 2. Thomas Coleman (Hon); 3. Greg Lamb (Suz).
OT INT: 1. Adrian Mesa (Hon).
OT EX: 1. Buster Lawrence (Kaw); 2. Gary Duggett (Suz).

AHRMA National Historic Trials Series: Final round

Belvoir best at Steamboat Springs

By Mickey Wood

STEAMBOAT SPRINGS, CO, SEPT. 13

Northern Californian Derek Belvoir turned in a stunning performance in the final round of this year's American Historic Racing Motorcycle Association (AHRMA) National Historic Trials Championship Series, dropping only four points on his way to the Premier Lightweight Expert victory. Riding a BSA B40, Belvoir defeated BSA C15-mounted archrival Mike Adkins and England's John Husband, who was experiencing carburetor troubles with his borrowed Greeves Anglian.

Beno Rodi was the sole double winner, riding a Matchless to the Premier Heavyweight Expert win ahead of Fred Mork's Royal Enfield, then losing just 12 points on his way to a Heavyweight Sportsman Expert trophy aboard a Norton P-11 twin!

The largest class was the Modern Classic Amateur, where Bill Martin prevailed after turning in an 18-point ride to runner-up Mike Hammond's 30 points.

Six challenging, though narrow, sections greeted the riders with everything from silt and rocks to a trip through natural spring water bubbling up from below. Approximately 40 riders competed in what was just the second running of this event, hosted by the Timberline Trailriders. CN

Results

RIGID H/W EX: 1. Steve Martin.
RIGID L/W EX: 1. Phil Anderson.
PREM H/W EX: 1. Beno Rodi; 2. Fred Mork.
PREM L/W EX: 1. Derek Belvoir; 2. Mike Adkins; 3. John Husband.
PREM L/W AM: 1. Sonny Anderson; 2. Jim Holbrook.
PREM L/W SPTSMN: 1. Jim Cameron.
H/W SPTSMN EX: 1. Beno Rodi.
MOD CLSC EX: 1. Dennis Davis; 2. Adrian Moss.
MOD CLSC AM: 1. Bill Martin; 2. Mike Hammond; 3. Dick Headwell; 4. Gary Tucker; 5. Hugh Campbell.
MOD CLSC NOV: 1. Jamie Jenny; 2. Rob Stickler; 3. Don Schmutzler Jr.; 4. Tom Meyers; 5. Bill Moore.
MOD CLSC BEG: 1. Barbara Gempler.
MOD CLSC SPTSMN EX: 1. John Worden.
MOD CLSC SPTSMN AM: 1. Jim Willis.
MOD CLSC SPTSMN NOV: 1. Debra Willis.
JR (0-9): 1. Naomi Willis.
JR (10-14): 1. Joe McCoy; 2. Bucky Martin.

1990 Suzuki World Cup

Blair best in France

By Larry Huffman

TOULON, FRANCE, SEPT. 22

Matt Blair, a 26-year-old building contractor from Australia, swept both 12-lap races to take the overall win and the $6000 purse at the 1990 Suzuki GSXR World Cup. The event, billed as a preliminary to the Bol d'Or 24-Hour was witnessed by a crowd estimated at over 80,000.

Second overall went to West German metal worker, Rainer Janisch with two third-place finishes. Third-place honors went to Sweden's Tony Hogstrom, who finished seventh in the first round and second in the final heat. Hogstrom, 33, finished second in the 1990 Swedish Superbike Championship.

There were several crashes. Both of the Canadian entries, ex-motocrosser Rob Mutch of British Columbia and Jeff Gaynor of Toronto, crashed and suffered badly sprained ankles. One of the Japanese entries, Hiroshi Seno, crashed hard in the second heat and was taken to the hospital where he remained overnight; his condition was reported as satisfactory. According to Canadian Mutch, who was taken out by another Japanese rider in the first heat, "These guys have a 'win or die' attitude! I never knew what hit me!"

English journalist Oliver Duke, 37, suffered a broken leg when he crashed early in the first heat. According to English sources, Duke was entered with the idea of doing a story on racing the Suzuki France-specification stock GSXR750 in the World Cup.

Overall, Suzuki Motor Company, Ltd. officials were very happy with the event. This was the first time it was held in France after the first two championships were staged in Jerez, Spain. Thirty riders from 15 countries took part in the competition. CN

Results

FINAL: 1. Matt Blair (Aus); 2. Rainer Janisch (W. Ger); 3. Tony Hogstrum (Swe); 4. Jorgen Hallinder (Swe); 5. Jeff Gaynor (Can); 6. Philippe Cambray (Fra); 7. Michel Simon (Bel); 8. Laudati Ugo (Ita); 9. Roger Karlsson (Swe); 10. Rogier Thierry (Fra); 11. Gunter Rosier (W. Ger); 12. David Vasquez (Spa); 13. Rob Mutch (Can); 14. Tres Flavio (Ita); 15. Lars Kim Jensen (Den).

Graves takes title at Albany MX

By Don Schneider

ALBANY, OR, SEPT. 22-23

Tony Graves scored impressive 1-1-4-1 moto finishes to hold on to his 125cc Pro MXNW Oregon State Championship during the two-day MX in Albany.

Graves outpowered the field early on as he held a large lead by the 15-minute mark in the first moto. At that point Graves got tangled in some banners after running wide in a water-filled corner, giving Grayson Hart and Jeff Daily a chance to gain ground.

Graves, however, managed to stay in front of Hart for the rest of the moto, even though the banners had melted around his rear disc and he no longer had any brakes. Daily finished third.

Moto two saw Hart take the early lead, but Graves had other ideas and he soon took over the top spot. Graves went through moto two unscathed, to collect the overall for the day.

Women's division racing saw Deanna Holbrook take the holeshot on her Suzuki RM125. Julie Sweeten and Cindy Fester did battle until Sweeten wicked it up. At the end of lap three, Sweeten was close enough to make a pass on Holbrook for the lead. Although Holbrook stayed close to the finish, it was Sweeten taking the win.

Moto two was a Sweeten/Holbrook battle royal. Sweeten pulled the holeshot and rode a mistake-free race. Holebrook held on for second to capture second overall with Sweeten's 1-1 tally taking the overall.

The second day of racing saw Kenny Olsen take the holeshot in the first 125cc Pro moto. Hart, Graves, Bisceglia, Bell and Daily rounded out the top seven. After a half lap, Graves blew by Hart and quickly reeled in Olsen.

Graves took an inside line to pass Olsen, but slid out. By the time he got his Honda running he was down in 11th place. Hart, meanwhile, went by Olsen on lap two. Olsen tried to retaliate, but crashed while trying to do triples. By the fifth lap, Graves was up to sixth. He would continue to move up through the pack to eventually finish fourth.

Up front Hart and Bisceglia crossed the line with Mike Bell edging Graves by inches for third. Daily and Berry rounded out the top six.

Moto two saw Olsen again getting the nod in the first turn. Bell, Graves, Bisceglia and Hart rounded out the top five. After the first half lap, Hart had powered by Bisceglia for fourth, with Graves sneaking past Bell for second. Lap two saw Graves take the outside line to pass Olsen for the lead.

Bell took Olsen off the track on the third lap with both riders going down. This made the order: Graves, Bisceglia, Hart, Daily and Portna. On the fourth lap, Portna moved by Daily to finish fourth.

Graves, meanwhile, took the moto win while Bisceglia's 2-2 rides netted him the daily overall. But Graves' 1-1-4-1 gave him the title, again.

Results

W/P/W: O/A Gregory Blackwell (Yam); 1. Issac Davison (Yam); 2. Gregory Blackwell (Yam); 3. Ryan Coleman (Yam).
60 6-8: O/A Eric Williams (Kaw); 1. Jason Hanson (Kaw); 2. Eric Williams (Kaw); 3. Gregory Blackwell (Kaw).
60 9-11: O/A Robert Holtgrew (Kaw); 1. Robert Holtgrew (Kaw); 2. Dusty Lenaburg (Kaw); 3. Adam West (Kaw).
WMN: O/A Julie Sweeten (Kaw); 1. Julie Sweeten (Kaw); 2. Deanna Holbrook (Suz); 3. Jeanne Vabusicirk.
80 INT: O/A Corey Fuller (Kaw); 1. Cory Fuller (Kaw); 2. John Williams (Kaw); 3. Mike Ulven (Kaw).
80 BEG O/A: Jared Santos (Kaw).
80 JR O/A: Jesse Williams (Kaw).
125 BEG: O/A Zeb Tiunan (Hon); 1. Robert Killerman (Kaw); 2. Zeb Tivnan (Hon); 3. Russell Postma (Kaw); 4. Kory Ellis (Suz); 5. Mark Hurley (Hon).
125 JR: O/A Jason Mathews (Hon); 1. Jason Mathews (Hon); 2. Monty Harris (Hon); 3. Unknown; 4. Chad Askew (Suz); 5. Corey Shephard (Suz).
125 INT: O/A Dan Ulven (Kaw); 1. Dan Ulven (Kaw); 2. Mike Hamness (Kaw); 3. Chris Paterson (Hon); 4. Rusty Garman (Hon); 5. Travis Berry (Kaw).
125 PRO: O/A Tony Graves (Kaw); 1. Don Bisceglia (Suz); 2. Grayson Hart (Kaw); 3. Tony Graves (Hon); 4. Jeff Daily (Hon); 5. Mike Bell (Suz).
250 BEG: O/A Dave Kobernik (Yam); 1. Chris Brown (Hon); 2. Mark Walsh (Kaw); 3. Dave Korbernik (Yam); 4. Kevin Zimmerman (Kaw); 5. Greg Harmon (Hon).
250 JR: O/A Kip Mast (Suz); 1. Dave Akerman (Kaw); 2. Kip Mast (Suz); 3. Steve Sager (Hon); 4. Fred Hajou (Yam); 5. Brent Long (Hon).
250 INT: O/A Dan Ulven (Kaw); 1. Dan Ulven (Kaw); 2. Shawn Highland (Hon); 3. Tom Mratin (Kaw); 4. Randy Hubbard (Kaw).
250 PRO: O/A Grayson Hart (Kaw); 1. Grayson Hart (Kaw); 2. Terry Hamness (Kaw); 3. Gary Beyer (KTM).
OPEN BEG: O/A John Misa (Hon); 1. Randy Jacobs; 2. Lance Gibbs (Hon); 3. Chris Peterson (KTM).
OPEN JR: O/A Cory Pace (Kaw); 1. Bryan Reader (Hon); 2. Corey Pace (Kaw); 3. Carl Chadwick (KTM).
OPEN INT: O/A Kevin Yeager (Yam); 1. Kevin Yeager (Yam); 2. Robby Leach (KTM); 3. Steve Evenson (Hon); 4. Dave Hampton (Hon).
OPEN PRO: O/A Dennis Sweeten (Kaw); 1. Ron Westlake (KTM); 2. Dennis Sweeten (Kaw).
UTH: O/A Ron Westlake (KTM); 1. Dennis Sweeten (Kaw); 2. Ron Westlake (KTM); 3. Frank McKuhn (KTM).
30-40 JR: 1. Carl Chadwick (KTM); 2.Michael Schwerler (Hon).
30-40 INT: O/A Joe Casey (Hon); 1. Kelly Whelchel (Hon); 2. Joe Casey (Hon); 3. Jim Harris (Hon).
30-40 A: O/A Don Schneider (Suz); 1. Don Schneider (Suz); 2. Dan Mathis (Suz); 3. Mike Holbrook (Mai).
30-40 PRO: O/A Ron Sun (Hon); 1. Ron Sun (Hon); 2. Ray Gamon (Yam); 3. Kevin McCarthy (Yam); 4. Jim Lamkin (Hon).
OT JR: O/A Dewey Lenaburg (Kaw); 1. Dewey Lenaburg (Kaw); 2. Jim Brown (Kaw); 3. Cliff Kobernik (Yam); 4. Dean Knulson (Yam); 5. Gene Chittim (Hon).
OT INT: O/A Nick Rusinovich (Hon); 1. Eric Burkinshaw (Suz); 2. Bob Harrison (Suz); 3. John Mack (Cag).
OT A: 1. Mike Perry (Suz); 2. Dave Merkin (Suz); 3. Gary Bonds (Kaw).
OT PRO: O/A Jim Lamkin (Hon); 1. Jim Lamkin (Hon); 2. Bob Leach (Mai).

Royko roosts Dade City MX

By Kyle Myers

DADE CITY, FL, SEPT. 16

Round two of the AMA WorldSports Florida Gold Cup Series was held at Dade City Raceway and Jim Royko pulled off the overall win in the 125cc class.

At the start of moto one Royko pulled the holeshot with Rick Perry, Jerry Taylor, Steve Rayborn and David McPherson behind. Royko fell at the end of lap one, letting only Perry by. McPherson passed Rayborn in the back sweeper, but Rayborn repassed McPherson on the inside of the next turn. Rayborn also passed Taylor in the back jump section. David Kuxhausen passed a fading McPherson for fifth while Tim Dewardis passed Kuxhausen and McPherson after a bad start. At the finish it was Perry with the moto win followed by Royko, Rayborn, Dewardis and Kuxhausen.

Moto two saw Royko pull another holeshot with Graham Kimble, McPherson, Taylor and Kuxhausen on his tail. Kuxhausen and Perry both passed McPherson and Taylor in the back section, while Royko started to pull away. Rodney Reber passed McPherson in a turn while Perry passed Kuxhausen in the back sweeper turn. Perry then passed Kimble down the long front straightaway. Kuxhausen passed Kimble going into the back section on

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LOCAL EVENTS

Winner Steve Starnes (33) and Roger Rivenbark (16) jump out in front of the Plus 30 class at Devil's Ridge Motor Sports Park MX in North Carolina.

the last lap. At the flag it was Royko with an easy moto win and overall followed by Perry, Kuxhausen, Kimble and Reber.

Results

P/W: 1. Tyson Hadsell (Yam); 2. Scott Perry (Yam); 3. Josh Favstino (Yam); 4. Tanner Mathis (Yam); 5. Jason Vonfricken (Yam).
60: 1. Matt Walker (Kaw); 2. Donald Leddy (Kaw); 3. J.B. Ballard (Kaw); 4. August Lavsberg (Kaw); 5. Greg Landon (Kaw).
80 7-11: 1. Ricky Carmichael (Kaw); 2. Darren McElhatton (Hon); 3. Corey Willey (Hon); 4. Daniel Leddy (Kaw); 5. Chris Buck (Kaw).
80 12-13: 1. Anthony Pocorobbe (Hon); 2. Jarrett Tipping (Yam); 3. Kim Sybert (Hon); 4. Shane Hanna (Suz); 5. Wayne Wilkie (Kaw).
80 14-15: 1. Tony Haynes (Kaw); 2. Steve Allred (Hon); 3. Kenny Yoho (Kaw); 4. Chris Brown (Kaw); 5. Mike Hallal (Hon).
125 YTH: 1. Chris Brown (Suz); 2. Josh Latina (Kaw); 3. Travis Blackburn (Kaw); 4. Mitch Spradun (Hon); 5. Jermie Bornsman (Hon).
125 C D-1: 1. Daniel Davis (Kaw); 2. Steve Tron (Kaw); 3. Patrick Kreusch (Hon); 4. Michael Lampe (Hon); 5. Robert McClelland (Hon).
125 C D-2: 1. Anthony Pocorobba (Hon); 2. Jeremy Fogg (Kaw); 3. Todd Rion (Hon); 4. Kevin Lampe (Hon); 5. Kevin Armstrong (Kaw).
125 B: 1. Travis Blackburn (Kaw); 2. Bobby Moriorty (Suz); 3. Brian Morris (Hon); 4. Lonny Bischoff (Hon); 5. Dustin Rounds (Hon).
125 A: 1. Daryl Youngblood (Suz); 2. Chris Brown (Suz); 3. Anthony Paggio (Kaw); 4. Derek Youngblood (Hon); 5. Justin Jackson (Suz).
250 C: 1. Mike Jones (Kaw); 2. James Stewart (Kaw); 3. David Shutler (Hon); 4. Jay Holzhyeter (Hon); 5. Dylan Galbreath (Hon).
250 B:1. Todd Dorman (Kaw); 2. Dave Wagner (Yam); 3. Jerry Taylor (Hon); 4. Brian Khal (Kaw); 5. Thomas Boyland (Kaw).
250/500 A: 1. Vince DeVane (Hon); 2. Chris Brown (Suz); 3. Jeff Frisz (Hon); 4. Todd Gardner (Suz); 5. T.J. Brantley (Kaw).
25+: 1. Jim Royko (Kaw); 2. Rick Perry (Yam); 3. David Kuxhausen (Hon); 4. Graham Kimble (Hon); 5. Jerry Taylor (Hon).
SR 30+: 1. Dave Wagner (Yam); 2. Kyle Tallent (Suz); 3. Jon Heiderthal (Suz); 4. Donald Leddy (Yam); 5. Roger Adams (Kaw).
SR 35+: 1. George Strickland (Suz); 2. Donald Leddy (Yam); 3. Jeffery Huges (Kaw); 4. James McLellan (Hon); 5. Terry Hoatland (Hon).
SR 40+: 1. Dale Buck (Suz); 2. George Strickland (Suz); 3. Charles Hening (Hon); 4. Thomas Fogg (Hon); 5. Frederck Smith (Yam).
WMN: 1. Beth Rewis (Kaw); 2. Kim Sybert (Hon); 3. Catherine Priest (Kaw); 4. Judy Adams (Kaw); 5. Jackie Kelley (Kaw).
BEG: 1. Vinny Hopper (Yam); 2. Bucky Dennis (Hon); 3. Ross Brinker (Kaw); 4. Derek Schuldes (Kaw); 5. Keith Hart (Hon).
OPEN NOV: 1. Marc Fiola (Hon); 2. Scott Miller (Hon); 3. Chad Chuncy (Hon); 4. Deon Dyess Jr. (Kaw); 5. David McWilliams (Hon).
S/MINI: 1. Ricky Carmichael (Kaw); 2. Kenny Yoho (Kaw); 3. Tony Haynes (Kaw); 4. Darren McElhatton (Hon); 5. Steve Allred (Hon).

Starnes steals Devil's Ridge Motocross win

By Hurley and Dot Short

SANFORD, NC, SEPT. 15

The beautiful fall weather brought out the riders and their families for the final race of the season at Devil's Ridge.

In the first moto of the Plus-30 class, Steve Starnes roosted his Suzuki into the lead, but Roger Rivenbark was making a run for the leader when he took a spill. Rivenbark was up in a hurry and nailed down second place. Rick Catuccio pushed along into third, with Stuart English in fourth. Denis Hilton began to move up. Starnes and Rivenbark continued to race neck and neck in first and second place. Starnes went down and Rivenbark inherited the lead. Starnes made a speedy recovery and held on to second as Catuccio was challlenged by English. At the checkered flag lap, it was Rivenbark, Starnes, Catuccio, English and Hilton.

In the second moto, Starnes took the holeshot, followed by Rivenbard, Hilton and Catuccio. Rivenbark immediately took control and had the lead. Starnes settled back to second, as Doug Deaton and English were making their move up toward the front. Starnes retook the lead on the back plateau jump, only to take a bad fall, and Rivenbark crossed the line first, followed by Starnes, Deaton, Hilton and Catuccio.

Catuccio, Ricky Gardner and Scott Turlington roared off the line in the first moto of the Open Amateur class. Gardner immediately took the lead, as he crossed the plateau on the back stretch. Catuccio dropped to second, Turlington remained in third and Bill Eubanks moved into fourth. Roger Lineberger began moving up in the pack and took over fifth position. Gardner held the lead, as Turlington moved to second, Catuccio to third and Tim Julion to fourth. Julian began pressuring Catuccio for position. Turlington was glued to the rear fender of Gardner, but could not pass him. Across the finish line Gardner held his lead as Turlington, Cattucio and Julian held on for second, third and fourth.

In the second moto, it was Gardner, Roger Lineberger, Keith Cornwell, Catuccio and Julian off the line first. Catuccio moved up to third, Julian to fourth and Turlington to fifth. Catuccio moved to second, dropping Lineberger to third, then Turlington took over third. Gardner continued to stretch out his lead on his Honda, as Turlington took over second on the back side of the track. Gardner began lapping some of the slower bikes, as Turlington remained in second, Julian in third, and Lineberger moved back to fourth for the final lap.

Results

JR MINI: 1. Caven Woodruff (Kaw); 2. David Price (Hon); 3. Jacob Dombroski (Suz); 4. Rhett Wilson (Kaw); 5. Brian Icard (Hon).
SR MINI: 1. Chad Newton (Suz); 2. Rhett Wilson (Kaw); 3. Caven Woodruff (Kaw); 4. Matthew Moretz (Hon); 5. Brian Icard (Hon).
SCHBY: 1. Richard Ibison (Yam); 2. Edward Ray (Kaw); 3. Danny Rich (Hon); 4. Jayson Moss (Kaw); 5. Bob Shannon (Suz).
125 A: 1. John Winslow (Hon); 2. Hank Moree (Kaw).
125 B: 1. Jay Crider (Yam); 2. Danny Rich (Hon); 3. Jason Baldwin (Yam); 4. Craig Johnson (Yam); 5. Bob Shannon (Suz).
125 C: 1. Edward Ray (Kaw); 2. David Stewart (Suz); 3. Wesley Garmon (Hon); 4. Kenny Curran (Hon); 5. William Long (Hon).
250 A: 1. John Winslow (Hon); 2. Hank Moree (Kaw); 3. Rick Johnson (Jaw); 4. David Eller (Hon).
250 B: 1. Jeff Mushala (Yam); 2. Tim Mantooth (Suz); 3. Charles Dyson (Yam).
250 C: 1. Billy Taylor (Kaw); 2. Beecher Simmons (Hon); 3. Mike Trexler (Hon); 4. Thomas Williams (Yam); 5. Troy Garmon (Hon).
OPEN AM: 1. Ricky Gardner (Hon); 2. Scott Turlington (Hon); 3. Tim Julian (Kaw); 4. Rick Catuccio (Hon); 5. Bill Eubanks (Hon).
PLUS 25: 1. Steve Starnes (Hon); 2. Van Gibson (Kaw); 3. David Eller (Hon); 4. Bill Eubanks (Hon); 5. Jim Mantooth (Suz).
PLUS 30: 1. Roger Rivenbark (Yam); 2. Steve Starnes (Hon); 3. Rick Catuccio (Hon); 4. Doug Deaton; 5. Denis Hilton (Suz).

Patterson first at Douglas County Short Track

By Phil Ellsworth

LAWRENCE, KS, SEPT. 15

Mike Patterson powered his Harley-Davidson to the Open class victory at the Douglas County Fairgrounds Short Track.

The Kansas All Terrain Vehicle Association brought motorcycle racing to the fairgrounds for the first time. The Harley-Davidson of Topeka/Motocross Shack/Motorcare/Shawnee Cycle Plaza/Topeka Tour and Trail/R.D. Johnson Excavating/Jayhawk Distributing/University Audio-sponsored event paid $100 to each class winner and was held on a one-eighth mile oval with plenty of room for passing.

Jeff Frisz won the 250/500cc A class at Gatorback Cycle Park MX in Florida.

The excitement started in the first Open heat with Phil Lash and Rich Hird swapping places every lap. Lash sealed the win by putting a lapped rider between him and Hird in the third corner of the last lap. There was more action in the first lap of the second heat when several riders went down, forcing a restart. Patterson got the jump and led all the way, followed by Tom Doherty.

The Open main saw Patterson, Lash, and Bill Snyder arrive at the first corner in unison. It was sorted out by Patterson pulling ahead of Lash. Snyder had his hands full with Doherty, who cut a wide swath through the pack and eventually displaced Snyder on lap five. The finish was then set with Lash second and Doherty third.

The 250cc main had Lash and Patterson at it again, but this time Lash pulled away to finish first with a half lap lead. Patterson duked it out with Dave Barkley, who used his experience to get by to take second by a couple of bike lengths.

In the Vintage main, John Fike was first off the line with Bill Snyder and Gerry Slover right behind. Snyder moved up to run wheel to wheel with Fike until the fifth lap, when Snyder took the lead for good. Slover dropped to fourth behind Ron Nocktonick.

Results

OPEN: 1. Mike Patterson (H-D); 2. Phil Lash (Hon); 3. Tom Doherty (Yam); 4. Bill Snyder (Hon); 5. Rich Hird (Hon).
250: 1. Phil Lash (Hon); 2. Dave Barkley (ATK); 3. Mike Patterson (C-A); 4. Reggie Barkley (ATK); 5. Mike Kruger (C-A).
VINT: 1. Bill Snyder (Bul); 2. John Fike (BSA); 3. Ron Nocktonick (Hon); 4. Gerry Slover (Yam); 5. Charlie Walker (BSA).

Frisz fast at Gatorback MX

By Kyle Myers

GAINESVILLE, FL, SEPT. 9

Jeff Frisz flew to the 250cc A class win at the AMA-World Sports Florida Gold Cup Series at Gatorback Cycle Park.

When the gate dropped for moto one Vince DeVane pulled the holeshot with Steve Rayborn, Ricky Lee and Brian McElroy behind. Halfway through lap one Frisz and Earl May passed a few riders in the sweeper, making the order DeVane, Frisz, McElroy, May and Rayborn. Frisz started to close on DeVane while McElroy and May were battling for third. Chris Brown passed Rayborn in the top turn after a bad start.

Back up front, May passed McElroy in the new whoop section, while DeVane and Frisz were still battling for the lead. One lap later Frisz passed DeVane on a jump, while McElroy retired with transmission trouble, moving Brown to fourth and Scott Duke to fifth. May jumped down the hill and went inside of DeVane in a turn as Frisz started to pull away. Late in the race Duke faded, letting Alan Andrau by. At the finish it was Frisz out front with May, DeVane, Brown and Andrau.

Moto two saw Frisz get the holeshot over Andrau, May, T.J. Brantly and DeVane. May passed Andrau in the back section and was right on Frisz. May passed Frisz in a turn but Frisz repassed him right back. Meanwhile DeVane and Duke both passed Brantley in a turn. Frisz started to pull away from May as DeVane passed Andrau over the tabletop. At the finish it was Frisz with the moto and overall win with May, DeVane, Andrau and Duke rounding out the top five.

Results

P/W STK: 1. Tyson Hadsell (Yam); 2. Jonathan Pereyo (Yam); 3. Joshua Faustino (Yam); 4. Tanner Mathis (Yam); 5. Scott Perry (Yam).
P/W MOD: 1. Scott Williams (Yam); 2. Brod Dillon (Yam); 3. Dan Winkles (Suz); 4. Derek Jackson (Yam).
60: 1. Matt Walker (Kaw); 2. Donald Leddy (Kaw); 3. Jeremy Shuttleworth (Kaw); 4. Jessie Bullard (Kaw); 5. August Lausberg (Kaw).
80 7-11: 1. Ricky Carmichael (Kaw); 2. Keith Meguaig (Suz); 3. Kenneth Jones (Hon); 4. Darren Meelhatton (Hon); 5. Eber Elder (Suz).
80 12-13: 1. Kevin Windham (Kaw); 2. Jason Sybert (Hon); 3. Jarrett Tipping (Kaw); 4. Anthony Pocorobba (Hon); 5. Shane Hanna (Suz).
80 14-15: 1. Ezra Lusk (Suz); 2. Lony Haynes (Kaw); 3. Kenny Yoho (Kaw); 4. Chris Brown (Kaw); 5. Steve Allred (Hon).
125 YTH: 1. Chris Brown (Suz); 2. Josh Latina (Kaw); 3. Travis Blackburn (Kaw); 4. Steve Allred (Hon); 5. Dustin Rounds (Hon).
125 C: 1. Todd Rion (Hon); 2. Scott Moore (Hon); 3. Ray Mitchell (Hon); 4. Bobby McClelland (Hon); 5. Jeremy Fogg (Kaw).
125 B: 1. Travis Blackburn (Kaw); 2. Bret Beauchamp (Hon); 3. Lonny Bischoff (Hon); 4. Michael Brillinger (Suz); 5. Sean Smeltzer (Yam).
125 A: 1. Anthony Paggio (Kaw); 2. Justin Jackson (Suz); 3. Gary Paul (Hon); 4. Timmy Ferry (Hon); 5. Chris Brown (Suz).
250 C D-1: 1. Mike Jones (Kaw); 2. Bill Harris (Hon); 3. Bryan Sheffield (Kaw); 4. Steve Rodrigues (Hon); 5. David Stutler (Hon).
250 C D-2: 1. George Osburn (Suz); 2. Johnny Hudson (Yam); 3. Scott Strove (Hon); 4. Jon Grant (Hon); 5. Wade Stoner (Yam).
250 B: 1. Rodney Reber (Kaw); 2. Eric Pinson (Hon); 3. Christian Smith (Hon); 4. Tim Stokes (Suz); 5. Brian Köhl (Kaw).
250-500 A: 1. Jeff Frisz (Hon); 2. Eaarl May (Yam); 3. Vince DeVane (Hon); 4. Alan Andrew (Hon); 5. Chris Brown (Suz).
+25: 1. Earl May (Yam); 2. Scott Duke (Hon); 3. Jim Royko (Hon); 4. Rick Perry (Yam); 5. David Kuxhausen (Hon).
SR 30+: 1. Roger Adams (Kaw); 2. Donald Leddy (Yam); 3. Donny Banks (Hon); 4. Jon Heidenthal (Suz); 5. Carl Davis (Yam).
SR 35+: 1. Donald Leddy (Yam); 2. Jeffery Hushes (Kaw); 3. George Strickland (Suz); 4. Kenneth Wheeler (ATK); 5. Terry Goatland (Hon).
SR 40+: 1. George Strickland (Suz); 2. Randy Tillery (Hon); 3. Dale Buck (Suz); 4. Charles Letting (Hon); 5. Alfred Claisse (Hon).
WMN: 1. Kimberly Sybert (Hon); 2. Beth Lewis (Kaw); 3. Chatrine Priest (Kaw); 4. Judy Adams (Kaw); 5. Dean Joiner (Kaw).
125-250 BEG: 1. Thomas Smith (Hus); 2. Clay Bowie (Hon); 3. Mark Wesley (Kaw); 4. Patrick Johnson (Yam); 5. Ross Brinker (Kaw).
OPEN NOV: 1. Kevin Knight (Hon); 2. Marc Fiola (Hon); 3. Chad Chancey (Hon); 4. Scott Miller (Hon); 5. David McWilliams (Hon).
S/MINI: 1. Ezra Lusk (Suz); 2. Tony Haynes (Kaw); 3. Ricky Carmichael (Kaw); 4. Jason Sybert (Hon); 5. Kevin Windham (Kaw).

Stark rails at Cycleland MX

By Michael Rich

CHICO, CA, SEPT. 21

John Stark brought his competition with him in the form of Ron Allen and still pulled off double moto wins to secure the overall victory in the combined Expert/Intermediate class at Cycleland Speedway.

Lowell Moural Sr. drew on his many years of dirt track experience to lead the Expert/Intermediate race into the first turn. He was quickly displaced, however, by Stark, Lowell Moural Jr. and Allen. Once in the lead, Stark drew away from the rest of the pack for what would be an easy win. Behind him a battle raged for second. Allen would pass Moural Jr. in the rockers only to be repassed in the following turn. This struggle came to an abrupt end when Moural Jr. threw it all away over the stadium tabletop. He was able to remount in time to maintain third place. At the finish it was Stark taking the win followed by Allen and Moural Jr.

When the gate fell for the start of the second moto, Stark immediately took the lead and moved away from the rest of the field. He was followed by Allen, Moural Sr., and Rick Nye. Moural Jr. spun out on the first lap and was forced to work his way back to the front from virtually dead last. By the third lap, Moural Jr. had worked up to fourth, just behind his father. He quickly passed him over the stadium tabletop and set out after Allen. By this time, however, Allen had established too great a lead and the finishing order was set. Stark took the win and the overall. Second fell to Allen, with Moural Jr. taking third.

In the combined 250cc Novice/Junior race, it was Todd Wroe taking the holeshot over Rich Boleman and Darrin DeLorme — the first Novice class rider. Boleman challenged Wroe in every turn but was unable to make a pass. Behind the two leaders, DeLorme came under pressure from the second place Novice, Kevin Hunderman. With only two laps remaining, Hunderman cut under DeLorme and T-boned him in a high-banked berm. DeLorme decided to back off and let Hunderman by. At the finish it was Wroe taking the win followed by Boleman. Boleman was not content with second and soon passed Wroe in the rockers. His lead, however, was short-lived, as he crashed on the stadium table-top handing the lead back to Wroe and moving DeLorme up to second. At the finish it was Wroe taking the win. Hunderman, again, followed DeLorme, but was able to make a desperation pass at the line to secure the Novice win.

Results

P/W: 1. Chris McAvoy (Yam); 2. Eric Nye (Yam); 3. David Gardner (Yam).
60: 1. Steven Shimizu (Kaw); 2. Evan Laughridge (Kaw).
MINI NOV: 1. Bo Yates (Yam); 2. Justin Brown (Yam).

MINI JR: 1. Brian Barrington (Kaw).
125 NOV: 1. Steve Kesterson (Yam); 2. Brian Barrington (Kaw).
125 JR: 1. Steve Murata (Yam); 2. Glen Murata (Yam).
250 NOV: 1. Kevin Hunderson (Yam); 2. Darrin DeLorme (Yam); 3. David Lackey (Yam).
250 JR: 1. Todd Wroe (Hon).
OPEN NOV: 1. Ron Jones (Hon); 2. David Beyers (Hon).
OPEN JR: 1. Pat O'Shaughnessy (Hon).
VET: 1. Michael Rich (Suz); 2. Tom Odekirk (Hon).
EX/INT: 1. John Stark (Kaw); 2. Ron Allen (Suz); 3. Lowell Moural Jr. (Hon); 4. Rick Nye (Hon).

Swink tops Sugar Grove MX

By Susan Willian

SUGAR GROVE, OH, SEPT. 1-2
Kawasaki Team Green/Scott USA/HiPoint-backed Brian Swink struck gold at the Central Ohio Competition Riders (COCR) East Coast Championship. Swink won seven out of eight motos on the newly-designed track for overall wins in the Lightweight and Heavyweight A classes to carry home a total purse of $2800 for the two-day event.

Swink led from start to finish on day one in the first moto of the Lightweight A class while Stevie Childress completed the moto in second after DGY's James Eickel landed bottom-side-up over a jump.

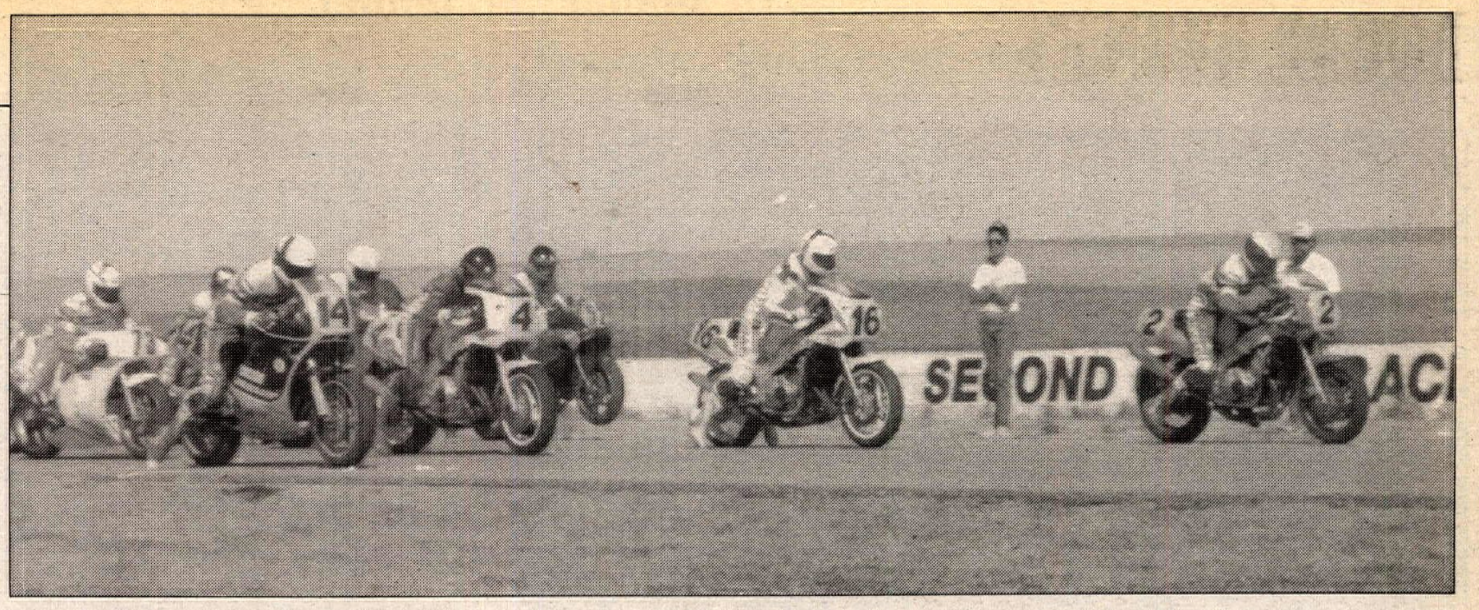
In the second moto, Kenny Kizzar was the first rider around turn one as Swink didn't fare well off the gate. Swink began picking off riders as he closed the distance to Kizzar. With two laps to go, Swink got by Kizzar and pulled away from him. Kizzar, who finished 10th in moto one held on to second, Childress was a no-show while Eickel went 4-5 for second overall.

Chris Knox led the pack in round one of the 250cc A class in the second day of racing. Knox was chased by Childress. Lap one saw positions change rapidly as Knox remained first followed by Mark Husselman, Eickel, Childress and then Swink, who quickly moved up to second to hound Knox. Swink pulled beside Knox twice but couldn't get by. Knox slid down and Swink got tangled up in his bike. Childress sneaked by to take over first, while Swink lost several positions because of the delay. Childress was followed by Musselman and then Swink. Swink reeled in Musselman to take over second. Childress had a five second lead over Swink, who shaved two seconds off the time in the next lap but he fell down in a slick turn. Swink tried desperately to catch Childress as time ran out, but Childress took the checkered first and was the only rider able to defeat Swink throughout the weekend. Swink finished three bike lengths behind to suffer his only moto loss.

In the second moto, Swink took the win with Eickel second and Beechmont Yamaha's Ryan Smith third. Swink earned the overall with a 2-1 score with Eickel taking second with a 3-2 tally and Childress rounded out the top three overall.

Results

SATURDAY
125 A: 1. Brian Swink (Kaw); 2. James Eickel (Yam); 3. Mark Musselman (KTM); 4. Davey Yezek (Kaw); 5. Hayden Richards (Kaw).
SCHBY: 1. Davey Yezek (Kaw); 2. Brad Strunk (Suz); 3. Roland Diamond (Kaw); 4. Lenny Sauer (Hon); 5. Brandon Drake (Hon).
125 C: 1. Joel Henning (Suz); 2. Kris Ross (Hon); 3. Adam Johnson (Hon); 4. Curtis Dosier (Hon); 5. Bryan Wallace (Kaw).
65: 1. Mark Burkhart (Kaw); 2. Jason Juskae (Kaw); 3. Jeff Gibson (Kaw); 4. Jeremy Berwanger (Kaw); 5. Nicholas Wintersmith (Kaw).
250 B: 1. Tommy Pugh (Hon); 2. Adam Merrick (Hon); 3. Mike Helsh (Kaw); 4. Brandon Drake (Hon); 5. Allen Beech (Yam).
OPEN B: 1. Shawn Gates (HOn); 2. Randy Thilbaut (Hon); 3. Matt Kelley (Yam); 4. Michael Combs (Kaw); 5. Frank Bauer (Kaw).
MINI JR: 1. Jason Frecker (Yam); 2. Wesley Boyd (Suz); 3. Jason Juskae (Yam); 4. Mark Burkhart (Yam); 5. Joey Stepleton (Kaw).
250 A: 1. Brian Swink (Kaw); 2. James Eickel (Yam); 3. Steve Childress (Suz); 4. Ryan Smith (Yam); 5. Stephen Crowe (KTM).
125 B: 1. Adam Merrick (Hon); 2. Mark Kiser (Suz); 3. Jack Steele (Hon); 4. Jerry Fyffe (Hon); 5. Todd Hotzo.
250 C: 1. Kevin Schneider (Hon); 2. Chris Thompson (Yam); 3. Ron Dillard (Hon); 4. John Winters (Suz); 5. Ritchie Finigan (Hon).
MINI SR: 1. Greg Rand (Kaw); 2. Brock Sellards (Kaw); 3. Steve Cross (Suz); 4. Jesse Thumser (Suz); 5. J.D. Collins (Kaw).
50 AUTO: 1. Jeff Gibson (Yam); 2. Derrick McKinney (Yam); 3. Corey Arnold (Yam); 4. Shawn Miller (Yam); 5. Brian Bartlett (Yam).
+30: 1. Edward Michoces (Hon); 2. Jeff Miller (ATK); 3. Richard Robinson (Hon); 4. Kevin Clark (Kaw); 5. Darrel Hiltz (Hon).
SUNDAY
OPEN B: 1. John Blakley (Hon); 2. Randy Thibaut (Hon); 3. Frank Baur (Kaw); 4. Christopher Phillips (Hon); 5. Eric Rankin (Kaw).
AUTO: 1. Corey Arnold (Yam); 2. David Whitcraft (Yam); 3. Scott Richie (Itj); 4. Shawn Miller (Yam); 5. Michael Massey (Yam).
125 C: 1. Joel Henning (Suz); 2. Adam Johnson (Hon); 3. Kris Ross (Hon); 4. Ryan Eisenmenger (Hon); 5. Bryan Wallace (Kaw).
250 C: 1. Kevin Schneider (Hon); 2. Randall Geisler (Hon); 3. Ritchie Finigan (Hon); 4. Dennis Brickles (Yam); 5. Ken Thomas (Hon).
250 A: 1. Brian Swink (Kaw); 2. James Eickel (Yam); 3. Steve Childress (Suz); 4. Ryan Smith (Yam); 5. Mark Musselman (KTM).
VET +30: 1. Richard Robinson (Hon); 2. Edward Mihoces (Hon); 3. Darrel Hiltz (Hon); 4. Rodney Frecker (Hon); 5. Vincent Loyola (Hon).
MINI SR: 1. Greg Rand (Kaw); 2. Brock Sellards (Kaw); 3. Steve Cross (Suz); 4. Patrick McPherson (Yam); 5. Chuck Woodford (Kaw).
250 B: 1. Adam Merrick (Hon); 2. Allen Beech (Yam); 3. Donald Lewis (Kaw); 4. Brandon Drake (Hon); 5. Stephen Mitchell (Yam).
125 A: 1. Brian Swink (Kaw); 2. Hayden Richards (Kaw); 3. Kenny Kizzar (Suz); 4. Mark Musselman (KTM); 5. Shane Lawson (Hon).
MINI JR: 1. Jason Frecker (Yam); 2. Jason Juskae (Yam); 3. Joe Stepleton (Kaw); 4. Kevin Peacock (Suz); 5. Paul Karle (Yam).
SCHBY: 1. Joshua Steel (Hon); 2. Roland Diamond (Kaw); 3. Chad Zuck (Yam).
65: 1. Mark Burkhart (Kaw); 2. Jason Juskae (Kaw); 3. Paul Karle (Kaw); 4. Jeff Gibson (Kaw); 5. Nicholas Wintersmith (Kaw).
125 B: 1. Adam Merrick (Hon); 2. Vince DeFelice (Hon); 3. Todd Hatzo (Suz); 4. Matt Winland (Suz); 5. Jack Steele (Hon).



The start of the Race of the Rockies GTU class saw Jon Terry (2) jump into the early lead over winner Kurt Dimick (4).

MRA titles decided in Denver RR

By David Lucas

DENVER, CO, SEPT. 23
Second Creek Raceway was the site of the final race of the Motorcycle Roadracing Association's (MRA) 1990 season. Several class championships would be decided with the 600cc classes promising to provide the closest finishes.

Jon Terry led the points chase going into the 600cc Superbike race at Second Creek and held a slim lead in the Race of the Rockies — GTU. Kurt Dimick was too far behind to be a threat for the championship, but he was locked in a three-way battle for second through fourth with Mark Schellinger and John Hjelm. A definite threat in the race would come from Danny Walker, 1989 class champion in Race of the Rockies — GTU and Formula Colorado. Walker had been competing in the AMA Nationals and had only raced in one other MRA event.

The start of the race found Terry's North Star Texaco-backed Yamaha FZR600 grabbing the lead and holding it throughout the first half of the race. He was being hounded, however, by Walker on the Boulder Yamaha FZR600 in every corner with Terry turning Walker away by pinching off the inside line. This tactic finally succumbed to the daring of Walker in the tricky turn 11.

Walker then opened up a lead as Terry decided a safe championship finish was better than a race for glory. Meanwhile, the race behind the leading duo was equally thrilling. Dimick's YMS-sponsored Yamaha was having a fight with Schellinger on a Honda CBR600 and the Suzuki Gamma of Hjelm.

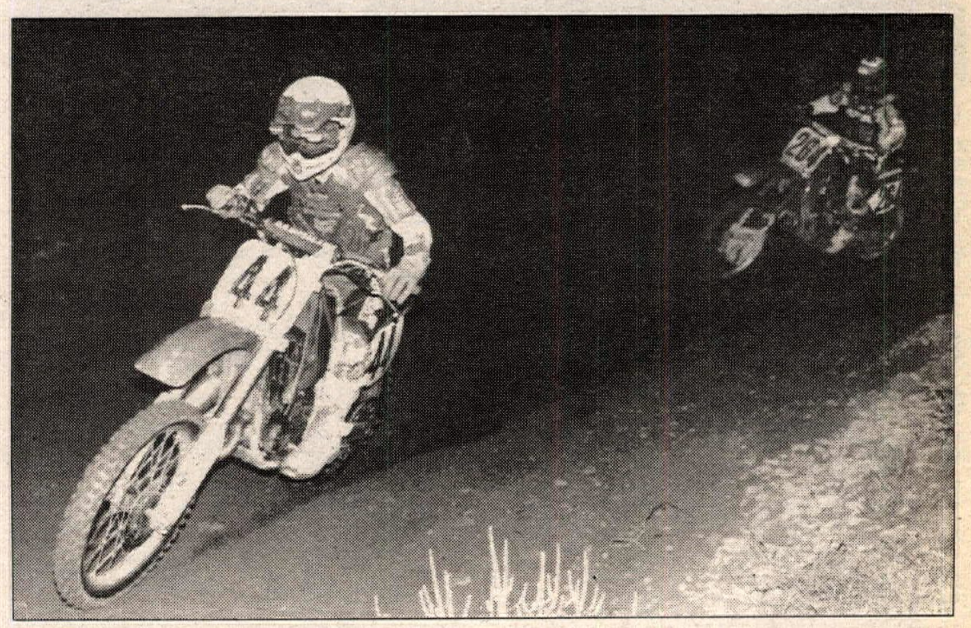
Dimmick pulled away, leaving Hjelm and Schellinger to do battle behind. Schellinger was holding Hjelm off on the white flag lap, but as the pair exited turn nine Hjelm slid under the Honda for the entry to turn 10 and won the sprint to the flag. The 600cc point standings ended with Terry at 159, Schellinger at 127, Dimick at 126 and Hjelm with 125. Definitely close.

Terry took the early lead in the Race of the Rockies — GTU. He was chased by Walker until the latter found his way past after two laps. Walker pulled away, but he was later attacked and passed by Dimick, who took the win and the championship by four points over Terry, third today.

Results

ROR-GTU: 1. Kurt Dimick (Yam); 2. Danny Walker (Yam); 3. Jon Terry (Yam); 4. Mark Schellinger (Hon); 5. Bobby Miosek (Yam).
ROR-GTO: 1. John Hopperstad (Yam); 2. Dan Turnerr (Suz); 3. Guy Clasen (Suz); 4. Rich Stark (Suz); 5. Phillip Noyes (Suz).
450 S/BK: 1. Mike Erickson (Yam); 2. Tony Baker (Yam); 3. Chris Dudley (Yam); 4. Mike Cunningham (Rtx); 5. Jim Marchbank (Yam).
600 S/BK: 1. Danny Walker (Yam); 2. Jon Terry (Yam); 3. Kurt Dimick (Yam); 4. John Hjelm (Suz); 5. Mark Schellinger (Hon).
750 S/BK: 1. John Hopperstad (Yam); 2. Richard Stark (Suz); 3. Jon Terry (Yam); 4. Greg Curtis (Kaw); 5. Brian Flanagan (Suz).
OPEN S/BK: 1. John Hopperstad (Yam); 2. Guy Clasen (Suz); 3. Geoff Cesmat (Suz); 4. Phillip Noyes (Suz); 5. Dennie Bruke (Suz).
600 S/SPRT: 1. Kurt Dimick (Yam); 2. Bobby Miosek (Yam); 3. Bobby O'Dell (Yam); 4. Terry Harnish (Kaw); 5. Mike Surratt (Suz).
750 S/SPRT: 1. Geoff Cesmat (Suz); 2. Rich Stark (Suz); 3. Guy Clasen (Suz); 4. Brian Flanagan (Suz); 5. Dennie Burke (Suz).
OPEN S/SPRT: 1. Dan Turner (Suz); 2. Guy Clasen (Suz); 3. Phillip Noyes (Suz); 4. Pete Homan (Suz); 5. Dennie Burke (Suz).
F-COLO: 1. Dave Devereaux (Hon); 2. Mark Erickson (Yam); 3. Mark Schellinger (Hon); 4. Mike Cunningham (Rtx); 5. Chris Dudley (Yam).
AM GTU: 1. Yosuke Hasagawa (Yam); 2. Joe Miner (Yam); 3. John Beldock (Hon); 4. Danny Adamson (Yam); 5. Mark Erickson (Yam).
AM GTO: 1. Brad Bolack (Kaw); 2. Ron Lyle (Suz); 3. Brent Miller (Yam); 4. Dave Gurtler (Yam); 5. Alan Grieve (Suz).
NOV GTU: 1. John Beldock (Hon); 2. Paul Conley (Yam); 3. RonHough (Yam); 4. Todd Alexander (Yam); 5. Chris Taylor (Yam).
NOV GTO: 1. Brad Bolack (Kaw); 2. Quinn Swift (Suz); 3. Kurt Deirs (Yam); 4. Randy Miller (Suz); 5. Scott Bailey (Suz).

Terry Ware (264) chased Shane Lawson (44) for 24 laps in the 125cc C class at Silver Creek MX, but Lawson still had the lead when they crossed the finish line.



Lawson strikes gold at Silver Creek Motocross

By Barbara and Loren Williams

MORGANTON, NC, SEPT. 15
Shane Lawson topped a dozen wild-eyed 125cc C riders at Silver Creek MX Park's last night race for 1990.

At the start of the first moto, Lawson and Greg Nelson went for turn one together. Nelson outbraked Lawson and streaked down the straight in first with sole 125cc B rider Chris Messer holding down third. Meanwhile Terry Ware, who had been squeezed out in the first turn and forced to settle for seventh spot, was methodically working his way up lap by lap. By the fourth go-'round, Ware had caught up with Messer and was sending unmistakable signals of an intention to pass. Lawson maintained pressure on Nelson, but everyone ran out of time to make a definitive move, and at the flag the finishing order remained Nelson over Lawson, Messer and Ward.

Mike Keller grabbed the point position in the second moto followed by Lawson and Ware. Messer got a midpack start, and Nelson had already packed up and left the track to prepare for another race the next day. Lawson steadily gained on Keller, and by the end of lap two had edged him out of the lead. Keller kept up the pressure on Lawson but was in turn subject to stress of his own from Ware, who finally passed him on the last lap. Messer had been busy during the race, as well, picking off riders until he came to fourth.

Lawson holeshot the first Unlimited Amateur moto and proceeded to pull away from the field, with Travis Bell and Ware in pursuit. Bell was looking for just the right line to duck underneath Lawson until he stalled, allowing Ware to slip by before he could reload. Bell lost only one position, but Lawson and Ware had too much momentum, and they finished Lawson-Ware-Bell.

Lawson, Ware and Bell picked up in the second moto where they had left off in the first, blasting past the band in that order. There was little or no opportunity for Ware or Bell to change that order, however, as Lawson rode like his pants were on fire, and they finished in the same sequence.

Results

50 P/W: 1. Wayne McLaughlin (Hon); 2. Daniel Franklin (Yam); 3. Mitch Martin (Hon); 4. Julie Sain (Hon); 5. Josh Grogan (Yam).
80 AUTO: 1. Jeremy McElrath (Yam).
JR MINI: 1. David Clark (Hon); 2. Jason Sain (Hon); 3. Grant Gibbs (on); 4. Daniel Cates (Hon); 5. Jason Van Horn (Hon).
SR MINI: 1. Joey Dillard (Yam); 2. John Sharpe (Hon); 3. Scott Grogan (Kaw); 4. David Clark (Hon); 5. Joe Hubbard (Kaw).
SCHBY: 1. John Sharpe (Hon); 2. Jonathan Cedolia (Hon); 3. Chad Biddix (Suz); 4. Jason Bridgeman (Hon); 5. Shannon Huffman (Suz).
ENDR: 1. Mike Decherd (Hon); 2. Mike Bodenhamer (Suz); 3. Brent Rutherford (Kaw); 4. Clinton Browning: 5. Jeff Carpenter (C-A).
PRO: 1. Mike Andrews (Suz); 2. Ned Blackwelder (Suz); 3. William Wilson (Hon); 4. Todd Bennick (Hon).
125 B: 1. Greg Dunn (Yam).
125 C: 1. Shane Lawson (Hon); 2. Terry Ware (Hon); 3. Chris Messer (Yam); 4. Mike Keller (Hon); 5. Paul McDaniel (Hon).
125 D: 1. Chris Clark (Hon); 2. Jim Torvinen (Hon); 3. Byron Hager (Hon); 4. Chad Biddix (Suz); 5. Thomas Bates, Jr. (Hon).
250 B: 1. Greg Rose (Hon).
250 C: 1. Mike Keller (Hon); 2. Frank Hampton (Hon); 3. Randy Roberts (Kaw); 4. Glen Chase (Kaw); 5. Jim McDaniel (Hon).
OPEN: 1. Bill Eubanks (Hon); 2. Richie Jarrett (Hon); 3. Andy Greene (Hon); 4. Brian Freck (Yam).
25+: 1. Gene Church (Hon); 2. Travis Bell (Yam); 3. Duane Flinchum (Hon); 4. Dee McDaniel (Yam); 5. Tommy Shimpock (Hon).
U/L AM: 1. Shane Lawson (Hon); 2. Terry Ware (Hon); 3. Travis Bell (Yam); 4. Glen Chase (Kaw); 5. Dee McDaniel (Yam).

Kasten crushes Cambridge ST

By Eric Brouhard

CAMBRIDGE, MN, SEPT. 15
Steve Kasten had the Open Pro class all his own way at the opening race of Dirt Track Riders Association's Speed Weekend at Cambridge Speedway.

The pros tried turn one four abreast, which sent Martin Krenz over the bars and the flagman scrambling for the red flag. With Krenz in the ambulance, the main event got underway again, and for six laps you couldn't slide a piece of paper between the top five positons. Then the long straights and tight corners struck again when there was contact between Doug Obert and Verdeen Langland. This sent Langland into a grisly endo with his bike coming out on top. Again the red flag and ambulance came into play.

The second restart saw Kasten turn the fastest lap of the weekend, to win by a bike length.

The 200cc Amateur class saw Elizabeth Kantor push her Larson's Cycle-sponsored Kawasaki into the lead with two laps left to win over Chris Derman and Phil Little.

Results

OPEN PRO: 1. Steve Kasten (W-R); 2. Bill Hofmeister (H-D); 3. Doug Obert (Hon).

LOCAL EVENTS

Greg Erickson (36) and Kelly Franklin (364) battle for the lead in the Vet Novice class at Perris MX in California. Franklin eventually passed Erickson for the win.

Kenny Roberts Jr. was unstoppable at the ARRA road races at Willow Springs International Raceway, as he won all five classes that he competed in.

OPEN AM: 1. Mike Bauer (Mai); 2. Dave Peterson (Hon); 3. Tom Ladwig (Yam).
250 AM: 1. Troy Brisbin (Hon); 2. Elizabeth Kantor (Kaw); 3. Chris Perman (Yam).
200 AM: 1. Elizabeth Kantor (Kaw); 2. Chris Perman (Yam); 3. Phil Little (C-A).
250: 1. Dorn Peterson (Yam); 2. Darin Luttinen (Hon); 3. Dave Blazevic (Hus).
SR: 1. Buzz Arndt (Yam); 2. Dan Taylor (Kaw).
200: 1. Andy Wilhelmy (H-D); 2. Darrel Herman (Hon).

Roberts cleans house at Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, SEPT. 23

A familiar name in motorcycle racing put in an equally familiar performance at the 10th round of American Road Racing Association (ARRA) action at Willow Springs International Raceway.

Kenny Roberts Jr., having won his first Novice race several weeks before, competed in five races and won every one.

With the WERA 24-hour endurance race occupying Willow Springs International Raceway, the ARRA ran eight-lap sprint races on the The Streets of Willow Springs short course. A Miller High-Life Formula One race had been run the previous week during the AMA National.

In the 400cc Superstreet race, the early lead was taken by Frank Aragaki on his Yamaha FZR400 with Chip Whitcher, also on a Yamaha, in second. However, within a lap the leaders had quickly changed and a three-way battle for first developed between Glen Filshie, Joe Pugliese and Roberts.

These three quickly pulled away from the pack, with Pugliese in the lead on his Campbell Motorcycles-sponsored Yamaha. Right on his tail was Filshie on a Dunlopshod Yamaha. As the riders came down the front straight at the beginning of lap four, Filshie slid past Pugliese to take the lead and, within a few turns, Roberts, also riding a Yamaha FZR400, passed Pugliese to take second.

The next few laps saw Roberts tighten the gap between himself and Filshie. As they passed the start/finish line for the final lap, Roberts made his move and powered past Filshie down the front straight to take the lead and went on to win the race by two seconds. Pugliese held on to take third.

The 400cc Modified Production race was forced into a restart after two riders went down in different corners on the first lap. The restart saw Pugliese grab the lead followed by Aragaki and Roberts. Aragaki's hold on second was short-lived, as he slipped to third when Roberts passed him at the beginning of lap two.

Filshie worked his way through the pack and passed Aragaki a lap later, and the race was dominated again by the same three riders. Near the end of lap three, Pugliese lost traction and went wide in a turn, running off the track long enough to allow Roberts to take the lead and for Filshie to move into second.

The latter half of the race saw no change in the top-three positions, and they crossed the finish line after eight laps with Roberts taking the win, Filshie second and Pugliese third.

Results

600 SGL: 1. Kirk Thompson (Yam); 2. Kenny Kopecky (Hon); 3. Rick Thompson (Yam); 4. John Nielsen (Yam).
500 SGL: 1. A.R. Slaven (Yam); 2. Danny Farnsworth (Hon).
50 S/STR: 1. Mark McDonald (Yam); 2. Mark Long (Yam); 3. Chris Young (Yam); 4. Doug Barnett (Kaw); 5. Tom Okerlund (Yam).
400 STK: 1. Kenny Roberts Jr.; 2. Glenn Filshie; 3. Jim Brewer; 4. Joe Pugliese; 5. Jeff Walker.
60 S/ST: 1. Kenny Roberts Jr. (Yam); 2. Kevin Murray (Yam); 3. Mark Long (Yam); 4. Jamie Riker (Yam).
50 MOD PROD: 1. Mark McDonald (Yam); 2. Bill Maddocks (Hon); 3. Doug Bannett; 4. Tom Okerlund (Yam); 5. John Manriguez (Yam).
F-SGL: 1. Kirk Thompson (Yam); 2. A.R. Slaven (Yam); 3. Rick Thompson (Yam); 4. Kenny Kopecky (Hon); 5. John Nielsen (Yam).
F-3: 1. Darcy DeCoste (Yam); 2. Tim Friddle (Kaw); 3. Jason Paden (Hon); 4. Duncan Griffiths (Kaw); 5. Eric Fanrraday (Yam).
400 S/ST: 1. Kenny Roberts Jr. (Yam); 2. Glen Filshire (Yam); 3. Joe Pugliese (Yam); 4. John Iacobucci (Yam); 5. Frank Aragaki (Yam).
80 S/ST: 1. Kenny Roberts Jr. (Hon); 2. Ritchie Thorup (Kaw); 3. Jamie Riker (Yam).
400 MOD PROD: 1. Kenny Roberts Jr. (Yam); 2. Glenn Filshie (Yam); 3. Joe Pugliese (Yam); 4. Chip Whitcher (Yam); 5. Frank Aragaki (Yam).

Lethal Spear at Perris Motocross

By Tony Alessi

PERRIS, CA, SEPT. 15

Noleen-backed Tony Spear powered a KTM to the overall Intermediate class win during GFI Super Saturday MX at Perris Raceway.

John Posca grabbed the combined Pro and Intermediate class lead at the start of moto one followed by Mike Hooker, Paul Villa and intermediate rider Spear. By the halfway point Pro Circuit-backed Hooker took the lead from Posca, while Spear passed Villa and closed in on Posca. On the fifth lap Spear got by Posca and closed on leader Hooker. Willy Musgrave, who started 12th, now became part of the battle for the lead and yelled for Spear to move over which he did. Musgrave passed Hooker on the final lap and Spear finished inches behind Hooker in third.

Hooker powered his 500cc Honda to the lead of the second combined race as intermediates Randy Danylo and Tony Spear had control of the runner-up spots. Musgrave was running fourth in front of the other pro riders including Posca, Ray Hensley and Villa. Spear got by Danylo and closed in on Hooker. While Spear was playing with Hooker. Musgrave closed in. Spear saw Musgrave and surrendered second. Musgrave meanwhile wasn't playing with Hooker and plowed into him, knocking Hooker off the track and to the ground. Spear assumed second and followed two bike lengths behind Musgrave to the checkered flag. Intermediate rider Danylo closed on Hooker as well, almost making a pass two turns from the finish.

John McCaughey put together two motos without incident and came away the Vet Pro class winner. McCaughey took his usual holeshots and fended off Rob Rutten in the first moto.

Val Tammietti won the second moto with McCaughey electing to follow and take the overall victory since Tammietti finished fifth in the first moto and wasn't in contention for the overall win.

Results

FIRST TIMERS: 1. Nick Jordan (Yam).
50 STK D-1: 1. Emitt Kling (Itj); 2. Roland Rodriquez (Yam); 3. Eric Wood (Yam); 4. Johner Faulkner (Yam).
50 STK D-2: 1. Seth Jordan (Yam); 2. Danny Pettingill (Yam); 3. Randy Kasiner (Yam); 4. Bobby Lara (Yam); 5. Scott Howe (Yam).
50 MOD: 1. Emitt Kling (Itj); 2. Roland Rodriquez (Yam); 3. Johner Faulkner (Yam); 3. Eric Wood (Yam); 4. Seth Jordan (Yam).
60: 1. Cliff Jennings (Kaw); 2. Roland Rodriquez (Kaw); 3. Chris Worley (Hon); 4. Kevin Jennings (Kaw).
80 BEG: 1. Stephen Cox (Suz); 2. John Bujdoso (Kaw).
80 INT: 1. Larry Linkogle (Kaw).
80 EX: 1. Craig Decker (Kaw).
125 BEG: 1. Matt Eagleton (Yam); 2. Sten Rasmussen (Kaw); 3. James Thomas (Hon); 4. Sheryl Fedrow (Yam); 5. Chris Decannett (Hon).
125 NOV: 1. Sean Rundle (Kaw); 2. Robert Sheldon (Kaw); 3. Chris Rapp (Kaw); 4. James Randel (Hon).
125 INT: 1. Randy Danylo (Kaw); 2. Craig Decker (Kaw); 3. Ryan Johnson (Hon); 4. Carey Hart (Kaw).
125 PRO: 1. Ray Hensley (Suz).
250 BEG: 1. Bobby Phillips (Kaw); 2. Dave Cochran (Suz); 3. C.T. Falk (W-R); 4. Gerald Helm (Yam); 5. Chris Shaw (Kaw).
250 NOV: 1. Tim Olson (Yam); 2. Mike Sohrt (Suz); 3. Curtis Bingham (Hon).
250 INT: 1. Brett Stubbs (Kaw); 2. Steve Clark (Yam); 3. Jeff Lambson.
250 PRO: 1. Mike Hooker (Hon); 2. John Posca (Suz); 3. Paul Villa (Kaw).
500 BEG: 1. Brandon Hogg (Hon); 2. Ron Harney (Hon); 3. Michael Schoenbaum (Hon).
500 NOV: 1. Joe Bray (Hon).
500 INT: 1. Tony Spear (KTM); 2. Mike Dougherty (ATK).
500 PRO: 1. Willy Musgrave (ATK).
VET NOV: 1. Kelly Franklin (Hon); 2. Nick Wukmir (Yam); 3. Steve Gordon (Kaw); 4. Jack Phinn (Yam); 5. Greg Erickson (Hon).
VET INT: 1. Steve Donovan (Suz); 2. Steve Banning (Hon); 3. Joel Seals (Suz); 4. George Kohler (Suz); 5. Pete Vetrano (Suz).
VET PRO: 1. John McCaughey (Hon); 2. Val Tamietti (Hon); 3. Bob Rutten (Kaw); 4. Chuck Miller (Hon); 5. Steve Wiseman (Kaw).
25-29 BEG: 1. Danny Pabon (Hon); 2. Jim Osbourne (Kaw); 3. Rod Martinez (Kaw); 4. James Randel (Hon); 5. Anthony Valenti (Kaw).
25-29 NOV: 1. Jamie Mitchell (Kaw); 2. Frank Villa (Suz); 3. Ed Vitelli (Suz); 4. Gary Harada (Suz); 5. Sean Reis (Suz).
25-29 INT: 1. Tony Alessi (Suz); 2. Mike Dougherty (ATK).

Mashue masters I-96 Half Mile

By Grace DiBenedetto

LAKE ODESSA, MI, SEPT. 15

Rodney Mashue snatched his victory from the jaws of a Harley in the 500cc A class at the I-96 Speedway Half Mile.

Mashue got the holeshot, but the start was red-flagged after Gene O'Boyle took a tumble over his Honda in turn two the first time around. O'Boyle was unhurt and back on the penalty line for the restart.

Mashue launched his Honda straight to the top on the restart and for six laps held an unchallenged lead until Joe Phelps maneuvered his Harley in between Rick Gunby and Ron Forstner. Then Mashue and Phelps went for broke, neither rider taking the advantage over the other for more than 100 yards at a time. On the last trip down the back straight, Mashue tucked it down low and took his challenge to the inside of Phelps. They came through turns three and four side by side bringing the battle down the front straight-away into the checkered flag with Mashue taking the advantage just in time to take the win.

Dave Kolenda had to first get by Bill Russell before he could see the light at the end of the track in the Open class. Russell shot off the line and into the lead at the start with Kolenda close on his tail. It was two laps before Russell gave him a big enough opening to fit through. Just as Kolenda thought he cleared the competition, along came a hard-charging John Lowe through the traffic to take up the challenge. The two Harley riders went handlebar to handlebar until Lowe went too high on the outside of turns one and two and ended up giving the advantage to Kolenda instead of taking it away. With less than a lap to go, Lowe tried to sew up the hole he just ripped open, but still had a couple stitches left to go as the checkered flag descended on Kolenda.

Lowe later redeemed himself with a win in the DTX class as he held off the challenges of Ryan Brown and Danny Cross. Lowe was presented with a Shoei helmet later in the evening.

Results

50: 1. Brett Pankey (Yam); 2. Trevor Holloway (Yam); 3. Billy Humphries (Yam); 4. Justin Humphries (Yam); 5. Rocky Hitchock (Yam).
65: 1. Brandon Rose (Kaw); 2. Scott Sargent (Kaw); 3. Mike Forro (Kaw); 4. Greg Vincent (Hon); 5. Trevor Holloway (Kaw).
85: 1. Bryan Bigelow (Kaw); 2. Jason Sentell (Kaw); 3. Jeffery Randolph (Kaw); 4. Danny Vincent (Hon); 5. Brice Edmonds (Kaw).
200: 1. Rick Vincent (Hon); 2. Keith Farr (Kaw); 3. Michael Greer (Kaw).
250: 1. Bill Phare (Hon); 2. Ryan Brown (Yam); 3. Matt Schoonover (Yam); 4. Doc Draaisma (Suz); 5. Rick Brown (Kaw).
400: 1. Daniel Diener (Bul); 2. Thomas Harper (Bul); 3. John Walker (Bul); 4. Ross Robinson (Bul).
500 B: 1. Randy Friars (Hon); 2. Donald Dawe (Hon); 3. D. Kirk Bannerman (W-R); 4. Mike Dickerson (Hon); 5. David Cunningham (Yam).
500 A: 1. Rodney Mashue (Hon); 2. Joe Phelps (Rtx); 3. Ron Forstner (Hon); 4. Rick Gunby (H-D); 5. Gene O'Boyle (Hon).
OPEN: 1. Dave Kolenda (Rtx); 2. John Lowe (H-D); 3. Bill Russell (Hon); 4. Duane Stanick (Hon); 5. Rob Williams (H-D).
SR 30-39: 1. Dave Kolenda (H-D); 2. Duane Stanick (Hon); 3. Tom Cummings (H-D); 4. Glen Neate (Hon); 5. Ken McConnell (Hon).
S/SR 40+: 1. Rick Gunby (H-D); 2. Dan Crawford (Rtx); 3. Gene O'Boyle (Hon); 4. Don Bannerman (Mat); 5. Merlyn Wertz (Tri).
PRO-AM 500: 1. Doug O'Boyle (Hon); 2. Eric O'Boyle (Hon); 3. Ron Forstner (Hon); 4. Ken McConnell (Hon).
PRO-AM 600: 1. Scott Buchan (W-R); 2. Joe Phelps (Rtx); 3. Jerry Sulek (Tri); 4. Paul Kops (Atk); 5. Robert Tripp (H-D).
DTX 125: 1. Keith Farr (Kaw); 2. Chad Davis (Kaw).
DTX 250: 1. John Lowe (Hon); 2. Rick Brown (kaw); 3. Danny Cross (Yam); 4. Mark Hitchcock; 5. Robert Gignac (Hon).
DTX 500: 1. Tom Cummings (Hon); 2. Tim Wurhlinger (Hon); 3. Brad Walker (Hon); 4. John Alpeters (KTM); 5. Tony VanWert (Yam).
SDCAR 650: 1. Kim Lyons/Carl Cornell (Hon); 2. Joe Manor/Tim Fairchild (Yam); 3. Dean Raymond/James Teddy (Yam).
OPEN SDCAR: 1. Don Rutledge/Don Burgess (Kaw); 2. Dave Scofield/Mark Fryer (Yam); 3. Doug Foust/Dennis Foust (Yam); 4. Robert Garbutt/Barry Marshall (Kaw); 5. Bob Fryer/James Hurst (Hon).
COMBO: 1. Rodney Mashue (Hon); 2. Doug O'Boyle (Hon); 3. Dave Kolenda (Rtx); 4. Eric O'Boyle (Hon); 5. Scott Buchan (W-R).

Donaho takes tie breaker at Midway Motocross

By Rolfe Otterness

KELLOGG, MN, SEPT. 16

Pat Donaho battled with Rob Engstrom in both the 125cc A class motos at the final race of the season for the Midway Recreation Park. They traded moto wins but Donaho took the tie breaking final moto. In the 250cc B class Robert Bergstrom took two nice wins for the overall over Jay Osman's 3-2 score. The 125cc B class featured a domineering performance by Mike Atkinson who won big in both motos.

The Midway track's season finale took place under mostly cloudy, cool conditions and with the track lightly watered, provided a nearly perfect racing environment. The AMA District 23-sanctioned event attracted 336 entries.

First-year A rider Brandon Backes grabbed the holeshot in the first 125cc moto and led the pack of 23 riders for the first lap. Engstrom and Donaho were just a few feet behind and Engstrom took over the lead through the whoops on the second lap. Engstrom began to pull away slowly, as Donaho and Corey Keeney put pressure on Backes. After two more laps they both got by but Engstrom stayed out of reach for the duration of the race. Backes and Chris Bensen rounded out the top five.

Engstrom shot into the lead in the next moto with Donaho running second. Eric Metzger and Bense held the next two places in the early going. Donaho was looking strong and closed in on Engstrom by tripling a series of jumps in the back part of the track. On the third lap he managed to catch

Engstrom by doing the triple, but carried so much speed into the next turn he went wide and knocked Engstrom over. Engstrom quickly remounted and made an attempt to catch Donaho but to no avail. Keeney displaced Bense from third near the middle of the moto with the aid of the triple jump and held on to the flag. Bense and Metzger took fourth and fifth.

Engstrom ran strong to take both motos in the 250cc A class. Domino Pizza-powered Bense had a good day, with a 3-2 score giving him second overall. Keeney's 2-3 gave him the next position, while Eric Metzger, a newcomer to the 250cc class, ran well to take fourth with 4-4 motos.

Scott Steinle charged out front in the first Over 25 moto and led for two laps. Meanwhile, Don Bonnicksen worked by Dana Hunt and then Brad Erickson and took over the lead when Steinle had trouble on the third lap, dropping to eighth. Bonnicksen held on to win but the fastest rider on the track was Mark Robinson, who had moved up from around 10th on the first lap to a close second at the checkered. Jim Scott and Erickson rounded out the top four.

Steinle shot into the lead in the second moto but fell under the pressure from Scott. Robinson was running near the front of the pack early in the moto, but got out of shape on a jump, launching himself over the handlebars and getting his head sucked in between the rear wheel and the fender of Hunt's bike. Hunt rolled to a stop, shocked to see what he had picked up. Robinson was shaken but not seriously injured. Hunt continued racing, but lost a lap. Steinle ran well but succumbed to the charge of Scott on the last lap. Erickson and Bonnicksen cruised in for third and fourth.

Results

MINI P/W: 1. Lance Cunningham; 2. Danny Edmonson; 3. Ryan Megaw; 4. Mike Kann.
MINI JR: 1. Shelly Kann; 2. Aaron Huppert; 3. Cory Huppert; 4. Cory Corcoran.
MINI SR: 1. Tim Pospisil; 2. Jim Povolny; 3. Jamie Fahrendholz; 4. Ben Van Cleve.
OVER 25: 1. Jim Scott Jr.; 2. Don Bonnicksen; 3. Scott Steinle; 4. Brad Erickson.
VET C: 1. Ken Kraus; 2. Gary Groth; 3. Allen Staige; 4. Rick Lambrecht.
VET A: 1. Brian Carney; 2. Aldo Cirelli; 3. Jack Parenteau; 4. Richard Blei.
SR: 1. Tom Clark; 2. Jerry Becker; 3. Roger Niedzielski; 4. David Knospe.
125 C D-1: 1. Mike Heggen; 2. Ben George; 3. David Olson; 4. Scott Bauer.
125 C D-2: 1. Jeff Metzer; 2. Craig Johnson; 3. Brian Baillargeon; 4. David Norisch.
125 C D-3: 1. Jesse Edmonson; 2. Mike Goodman; 3. Robert Utne; 4. Jeremy Illg.
125 B: 1. Mike Atkinson; 2. Brian Taylor; 3. Leon Larock; 4. Craig Gutenberger.
125 A: 1. Pat Donaho; 2. Rob Engstrom; 3. Cory Keeney; 4. Chris Bense.
250 C D-1: 1. Dan Forker; 2. Doug Norisen; 3. Mike Stachour; 4. Richard Wiitala.
250 C D-2: 1. Billy Edmonson; 2. Ken Kraus; 3. Jeff Beaver; 4. James Povolny.
250 B: 1. Robert Bergstrom; 2. Jay Osman; 3. Jay Thompson; 4. David Juen.
250 A: 1. Rob Engstrom; 2. Chris Bense; 3. Cory Keeney; 4. Eric Metzger.
OPEN C: 1. Gary Groth; 2. Brent Herber; 3. Jody Gjemse; 4. Tom Zappe.
OPEN A: 1. Jay Hoenk; 2. Jack Parenteau.

Dukes dashes to win at Breman Supercross

By Wayne Parham

BREMEN, GA, SEPT. 15

Although he didn't grab the holeshot in the opening moto, Sean Dukes quickly gained the lead on the first lap and easily out-distanced the competition in the 200cc A class at Bremen Supercross.

Matt Shue took the holeshot, but failed to fend off Dukes for long. By the second lap, Dukes claimed the lead and began to build a sizeable lead with what seemed to be effortless riding. Shue attempted to close the distance, but remained six to eight seconds behind the other Honda-rider.

Brian Stokes settled into third place on the opening lap as Jonathan Blain challenged from the number four position for the duration of the moto.

Takig the holeshot in the second moto, Dukes was easily on his way to the money as he earned his second moto win. Shue again trailed Dukes, but finished ahead of the remainder of the class to take second overall. Blain turned the tables on Stokes in the second moto as they finished third and fourth, respectively, to move Blain into third overall.

Dukes not only earned a 1-1 night in 200cc A, but also stole the show in 201-Open A as he powered his Honda to consecutive moto wins.

Dukes took the lead off the line and never slowed as the other riders jockeyed for the other top places.

Tony Lee settled into second and Billy Beltz held third until his Kawasaki stalled early on the third lap. Beltz quickly restarted the bike, but not in time to prevent Brad Wallace from moving into third. Allen Harrison edged by Beltz later in the race and held onto fourth place until the finish.

Again in the second moto, Dukes and Lee ran first and second while Wallace and Harrison battled for third. Harrison, 4-3, claimed a third place finish in the second moto to earn third overall while Wallace dropped to fourth in 201-Open A.

Josh Larsen won the Scratch and Handicap mains at IMS Speedway.

Results

201-OPEN A: 1. Sean Dukes (Yam); 2. Tony Lee (Yam); 3. Allen Harrison (Hon); 4. Brad Wallace (Suz); 5. Billy Beltz (Kaw).
201-OPEN B: 1. Dwight Galloway (Yam); 2. Mike Henderson (Hon); 3. Brian Haenn (Yam).
201-OPEN C: 1. Billy Cantrell (Hon); 2. Chris Thomas (Suz); 3. Rodney Vaughn (Hon); 4. Rick Jordan (Hon); 5. David Murphy (Kaw).
200 A: 1. Sean Dukes (Hon); 2. Matt Shue (Hon); 3. Jonathan Blain (Kaw); 4. Brian Stokes (Hon).
200 C: 1. Jim Albitton (Hon); 2. Rick Jordan (Hon); 3. Chris Thomas (Kaw); 4. Patrick Brown (Hon); 5. David Schnitger (Suz).
ENDR: 1. John Beasley (Kaw); 2. Leon Boudreax (Kaw); 3. Randy Harper (Hon); 4. Greg Mitchell (Hon); 5. Dwayne Dale (Kaw).
VINT: 1. Barry Higgins (BSA); 2. Randy Tomlinson; 3. Lee Winston (C-A); 4. Jason Luering (Yam); 5. Jeff Child (Yam).
SR MEN: 1. Mike Henderson (Hon); 2. Arty Spencer (Kaw); 3. Danny Hopson (KTM); 4. Gary Crowe (KTM); 5. Rick Jordan (Hon).
BEG: 1. Wade Bell (Hon); 2. Wayne Devan (KX); 3. Chris Williams (Kaw); 4. Tommy Jones (Kaw); 5. Bernard Harrison (Kaw).
SCHBY: 1. Patrick Hizel (Hon); 2. Kyle Kelly (Hon); 3. Chris Thomas (Kaw); 4. Patrick Brown (Hon); 5. Gary Kellum (Suz).
SR MINI: 1. Patrick Hizel (Hon); 2. Gary Kellum (Suz); 3. Scott Pinson (Suz); 4. Jason Hall (Hon); 5. Kevin Truett (Hon).
JR MINI: 1. Scott Pinson (Suz); 2. Daniel Currie (Yam); 3. Joey Turk (Hon); 4. Lance McGivney (Hon); 5. Mick Bailey (Kaw).
JR CYC: 1. Mick Bailey (Kaw); 2. J.R. Morrow (Kaw); 3. Ryan Hudgins (Yam).
P/W: 1. J.R. Morrow (Yam); 2. Chad Albritton (Yam); 3. Rob Powell (Yam); 4. Ladale Smith (Yam); 5. Matt Dickerson (Yam).

Larson unbeatable at Inland Motor Speedway

By Scott Daloisio

SAN BERNARDINO, CA, SEPT. 5

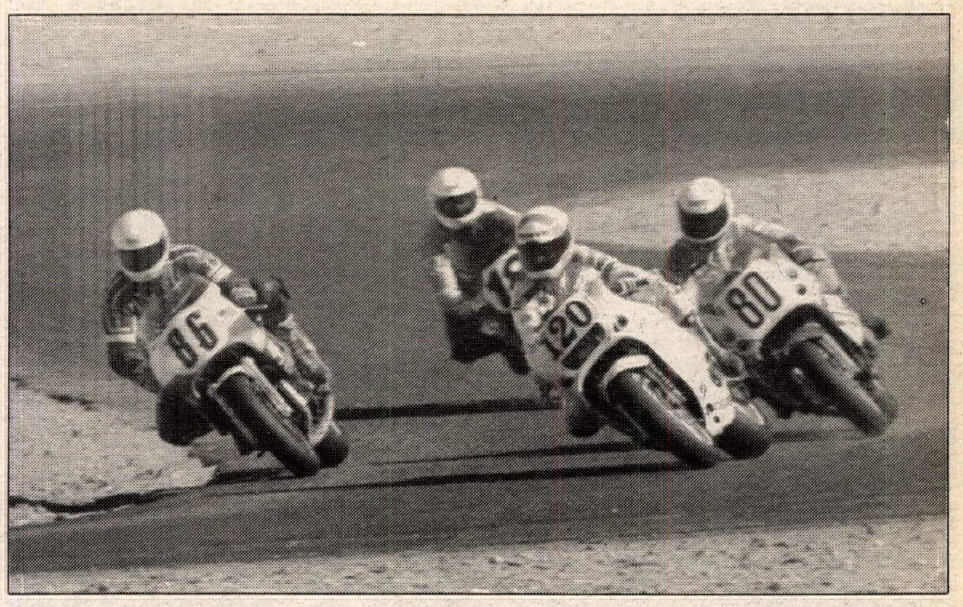
Josh Larsen won both the Scratch and Handicap mains at the Glen Helen OHV Park's Inland Motor Speedway.

When the Scratch main left the line, Larsen was behind leader Bobby Schwartz and Scott Brant. When they shot off turn two the first time, Larsen went to the dirt and screamed around Brant for the second spot. By the third circuit, Larsen had the Don Russell Racing/Prime Ticket/Event Technical Services/Shoei/Anaheim Tire Jawa planted firmly on Schwartz' rear tire and tried to ride around the wily veteran on the back chute, but Schwartz held him at bay.

On the final lap, Larsen again tried to go around Schwartz, but the National Champion blocked his path. As they headed into turn three, Larson stayed on the throttle and rode around Schwartz for the lead. Schwartz didn't give up and took his GM to the dirt out of turn four, sitting back as far as he could to get extra weight and traction to the rear wheel. It worked and he pulled alongside Larsen, but it was not enough, as Larsen had him by a half length. As they circled the track after the race, Schwartz, who has known Larsen since he was a toddler, rode up to the winner and pumped his hand in congratulations.

Larsen made it look easy in the Handicap main as he started on the 50 yard-line, but on lap two he was sitting in second and eyeing leader Chris Castin. Castin then fell in turn two and Larsen screamed by uncontested for first. Schwartz worked his way to second, but on lap five, Alan Christian came calling. As they hit turn three on lap five, Christian got inside of Schwartz and took him high in turn four and then sped off for second. Christian had second, but Larsen took the win by a half straight. Schwartz placed third with Andy Northrup fourth.

Will Whiteside remained undefeated at IMS when he won the Division Two main for the second week in a row. John Aden was second with Rob Ball third.



Chuck Graves (120), Joe Williams (86), Bruce Tebo (80) and Brad Hazen (18) fight for the lead in the F-1 class at Willow Springs. Graves forged ahead for the win.

Results

SCRATCH: 1. Josh Larsen (Jaw); 2. Bobby Schwartz (GM); 3. Alan Christian (Jaw); 4. Scott Brant (Wes).
HDCP: 1. Josh Larsen (Jaw); 2. Alan Christian (Jaw); 3. Bobby Schwartz (GM); 4. Andy Northrup (Wes).
D-2: 1. Will Whiteside (Wes); 2. John Aden (Jaw); 3. Rob Ball (Gdn); 4. Harley Hall (Wes).
SDCAR: 1. Randy McIntyre/Robert Fox (Kaw); 2. Dean Steele/Dwayne King (Duc); 3. Joe Petrgalovic/Ernst Kueng (Kaw).
JR: 1. Randy Evans; 2. Chris Werner; 3. Michael Hull.

Durkee wins at SDR Short Track

By Tom Blachek

HARPURSVILLE, NY, SEPT. 16

Roger Durkee won his first feature of the season in the 250cc Expert class at Square Deal Riders' Short Track. Durkee, who was on a borrowed bike, led every lap of the final. A race-long battle between Jason Fletcher and Ken Coolbeth Jr. for second place was decided on the next-to-last lap. Fletcher muscled his way by Coolbeth to take second and Coolbeth settled for third.

Fletcher jumped out to a slight lead in the Open Expert class followed by Ken Dahlin, Craig Estelle, Scott Snoop and Durkee. On lap two, Durkee moved around Snoop and began to pressure Estelle. Estelle dove under Dahlin on lap five to move into second place behind Fletcher. On the seventh lap, Durkee and Dahlin came together in turn three. Dahlin went over the turn three bank and was trapped under his motorcycle. The race was stopped with Fletcher declared as the winner. Estelle was awarded second, Snoop third. Open Expert points leader Duane Veeder blew the clutch on his Rotax while leading his heat and did not qualify for the final.

Justin Coolbeth grabbed the holeshot in the Open Amateur feature race. Joseph Meier and Joel Nabinger chased Coolbeth for the first five laps of the eight lap final. On lap six, Coolbeth got caught behind a slower rider and Meier was able to slip underneath Coolbeth. Nablinger also moved past Coolbeth on the next lap to finish second to Meier.

SDR Raceway hosted the inaugural World Quarter-Mile Dirt Track Team Championship race. This was a fun race with teams consisting of two Expert riders and one Amateur rider. Five teams lined up for the Handicap start with Morgan Coolbeth and Paul Lynch, on an 80cc Honda, got off the line first and led for an amazing six laps. On lap seven, Jason Fletcher, Duane Veeder, Bill Newkirk, Craig Estelle and Roger Durkee all blew by Lynch. Fletcher went on to cross the finish line first, with his teammate Estelle finishing fourth. The amateur on the team, Norm Laviolette, finished seventh making them the "World" champs. All the riders seemed to enjoy the event, but none were more excited thatn Laviolette who was the first amateur to cross the finish line.

Results

Y-ZINGER 50: 1. Frankie Keeley (Yam); 2. Cam Rafferty (Yam); 3. Sean Hetah (Yam).
60: 1. Mike McKee (Kaw); 2. Aaron Creamer (Kaw); 3. Matt Murray (Kaw); 4. Kristen Edwards (Yam).
80: 1. A. Paul Lynch (Hon); 2. Mike McKee (Kaw); 3. Jeremiah Alexander (Kaw); 4. Morgan Coolbeth (Kaw); 5. Mark Gourlay (Kaw).
125 AM: 1. Donald McGirr (Hon); 2. Jeremiah Alexander (Yam); 3. A. Paul Lynch (Hon); 4. Morgan Coolbeth (Kaw); 5. Chris Hart (Hon).
250 AM: 1. Norm Laviolette (Kaw); 2. Joseph Meier (Hon); 3. Chris Hart (Hon); 4. Scott Snyder (Yam); 5. Stan Nittiskie (Hon).
OPEN AM: 1. Joseph Meier (Rtx); 2. Joel Nabinger (Yam); 3. Justin Coolbeth (Rtx); 4. Ronald Ezard (Hon); 5. Terry Speed (Hon).
SR A: 1. Jay Skidmore (Rtx); 2. Gary Conkling (Rtx); 3. John Hildebrand (W-R); 4. Mark Korytkowski (Rtx); 5. Norm Laviolette (C-A).
SR B: 1. Douglas Lent (Yam); 2. Terry Speed (Hon); 3. Scott Snyder (Yam); 4. J.T. Wood (Yam); 5. Joe Gould (Hon).
250 EX: 1. Roger Durkee (Hon); 2. Jason Fletcher (Hon); 3. Ken Coolbeth Jr. (Hon); 4. Duane Veeder (Rtx); 5. Craig Estelle (Suz).
OPEN EX: 1. Jason Fletcher (Rtx); 2. Craig Estelle (H-D): 3. Scott Snoop (Rtx); 4. Jay Skidmore (Rtx); 5. Gary Conkling (Rtx).
SPTSMN: 1. Scott Snoop (Rtx); 2. Robert Weiss (Rtx); 3. Ken Coolbeth Jr. (Hon); 4. Wayne Eldred Jr. (H-D): 5. Rodger Manwaring (Hon).

Graves makes it three at Willow Springs Road Race

By Eric Vincent
Photo by Kai Schwerdtfeger

ROSAMOND, CA, SEPT. 16

A third-consecutive win moved Chuck Graves closer to winning this season's Miller High-Life Formula One Grand Prix title. The win came at the 10th round of the American Road Racing Association's (ARRA) schedule at Willow Springs International Raceway.

The Formula One event was the only ARRA race held during a weekend of AMA activities at Willow Springs.

In what turned out to be one of the most exciting races of the day, Graves took the early lead on his Greg Lundy-tuned Suzuki GSXR1100. What followed was an exciting four-rider duel for the lead which lasted from start to finish.

Following Graves through turn one on the first lap was Yamaha FZR1000-mounted Brad Hazen and in third was Bruce Tebo on his Dunlop-shod Suzuki GSXR1100.

Graves began to separate himself from the other riders during the first two laps, but at the beginning of lap three, he slowed. At the same time, Tebo passed Hazen to take second as they came down the front straight. What had been a tight battle for second quickly turned into a four-rider chase for first as Joe Brett Williams, riding a Honda RC30, joined the leaders.

Starting lap four, Tebbo pulled past Graves, who quickly recovered the lead going into turn two. Tebo took the lead again a lap later, and held on to it as Graves momentarily slipped into third.

With six of the 12 laps completed, Graves moved back into first as Tebo began to see a strong challenge for second from Williams. The RC30 rider was able to use the maneuverability of his machine in the tight corners, but Tebo held him off in fast turns eight and nine and down the front straight. Working against Williams was the fact that he was riding on the same set of Michelin tires he had used earlier in the day in the AMA Superbike race.

The four-way battle for the lead continued throughout the race. Tebo took the lead again on lap 10, but once again Graves recovered quickly. In the final two laps, Graves began to separate himself from the rest of the pack and crossed the finish line three seconds ahead of Tebo. Third place went to Hazen, who had passed Williams in the last few laps of the race.

Graves acknowledged he was holding back a bit during the race.

"I figured I should just go out there, take it easy, don't fall off and not take any chances and get some points," he said.

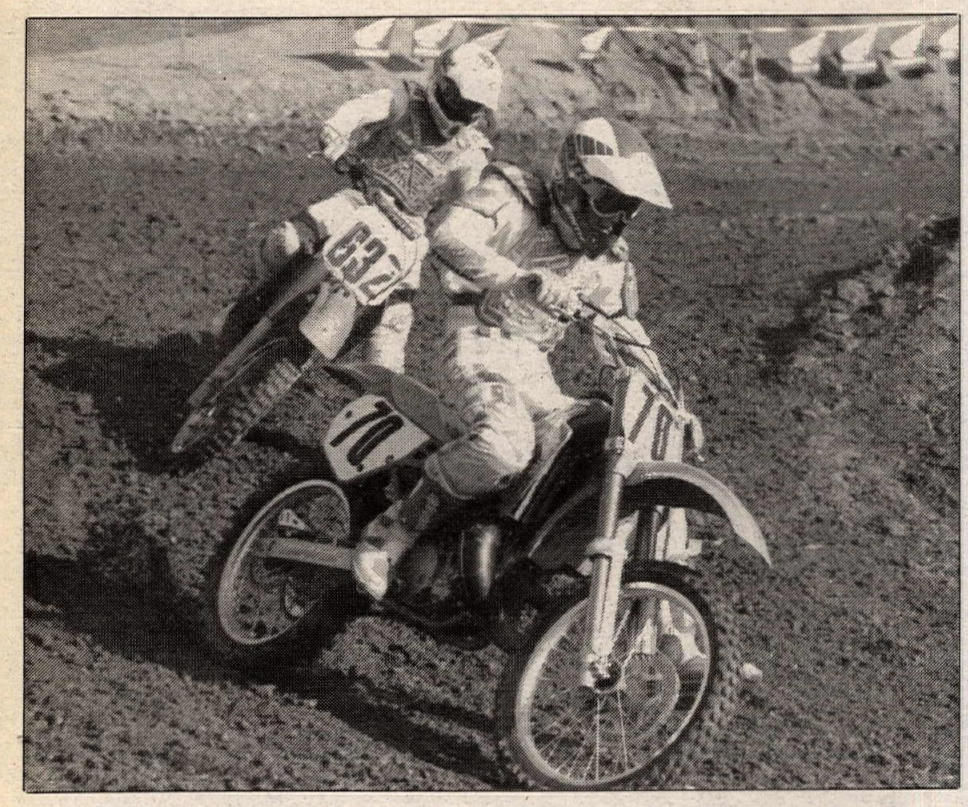
With respect to his points lead in the F-1 series, Graves was confident that he should have little problem in securing the title.

"I think we have it wrapped up, but I'm not positive," he said. "It's looking real good, though."

Results

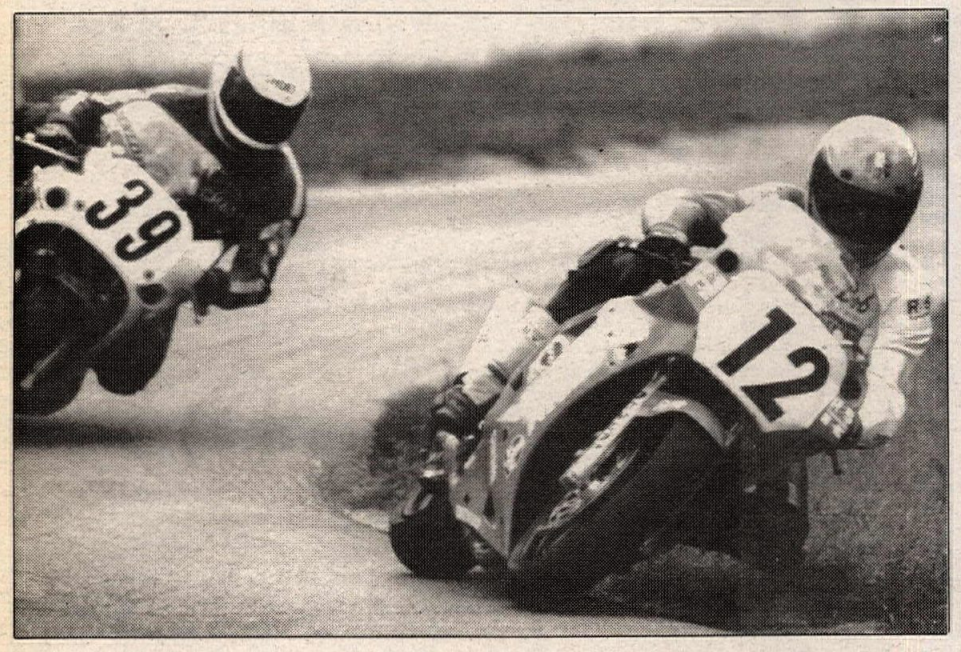
F-1: 1. Chuck Graves (Suz); 2. Bruce Tebo (Su); 3. Brad Hazen (Yam); 4. Joe Williams (Hon); 5. Curtis Gieso (Yam).

LOCAL EVENTS



Don Upton (632) topped all the Intermediates at Perris MX aboard his 125cc Honda, while Robb Mesecher (70) landed the 250cc class victory.

Bob Sandy (12) held off the attacks by Charles Buse (39) to win the B Superbike class at Blackhawk Farms in Illinois. Buse won the A and B Superstock classes.



Sandy victorious in return to Blackhawk Farms Road Race

By Larry Lawrence

S. BELOIT, IL, SEPT. 16

A serious crash at Blackhawk Farms in 1989 nearly ended Bob Sandy's racing career, but a year later he returned to the northern Illinois road race course and left with a win and renewed confidence.

"I really felt good out there today," said a smiling Sandy afterward. "The first few times I came by the turn where I crashed last year I thought about it, but after that I just concentrated on going fast."

Sandy signed up for two races on his R&S Kawasaki/Daniels Petroleum/AGV/RHC/Phil Flack-sponsored Kawasaki ZX7, winning one of the races and leading the other before a fuel petcock began leaking.

The rider from Streator, Illinois, was up against long-time Blackhawk Farms veteran Charlie Buse and his Suzuki GSXR750. It didn't take long for Sandy and Buse to break away from the rest of the field. Sandy repeatedly thwarted Buse's attempts to pass him going into turns, with Buse later saying that Sandy was using an extremely low line going into the turns.

"Instead of taking the classic sweeping line through the turns I was squaring them off pretty radically," Sandy said. "It makes it really tough for someone to pass you."

Midway through the race Sandy had to battle weak front brakes. One of his Kawasaki's fork seals blew and was leaking fluid onto the brake calipers. Sandy rode a defensive race to the finish, using the generous power of his bright green machine to hold off Buse by a bike-length to take the win.

"That's the fastest I've ever gone at this track," said an elated Sandy after turning one lap at 1:14.73. "It feels good to come back here and get a win."

In the final race of the day, Sandy got a quick start and was on his way to an easy victory when a failed fuel petcock began spewing gas. Matthew Winnaker then took over and rode to his second win of the day.

Brian Lantz showed up Sunday morning only to spectate, but when he found that very few riders had entered the class he normally races in. He turned around and drove 75 miles back home to get his race bike. It paid off as Lantz won two first-place trophies.

Results

A S/BK EX: 1. Stan Marcinczyk (Suz).
A S/BK NOV: 1. Matthew McCurrie (Suz).
B S/BK EX: 1. Bob Sandy (Kaw); 2. Charles Buse (Suz).
B S/BK NOV: 1. Paul Volpe (Suz); 2. Matthew McCurrie (Suz); 3. Charles Lang (Duc); 4. David Shine (Yam); 5. Leon Marcinczyk (Hon).
C S/BK EX: 1. Brian Lance (Suz).
C S/BK NOV: 1. Dean Hayes (Yam); 2. Michael Leffler (Yam); 3. Scott Temple (Yam); 4. Charles Lang (Duc); 5. Jim Young (Yam).
D S/BK EX: 1. David Folz (Yam); 2. Kevin Fardoux (Yam).
D S/BK NOV: 1. Reuben Frankenfield (Yam); 2. Brian Conley (Yam); 3. Charles Lang (Duc); 4. Tim Keen (Yam); 5. Russell Graff (Yam).
A S/STK: 1. Charles Buse (Suz); 2. Dave Hansen (Suz).
B S/STK: 1. Charles Buse (Suz).
C S/STK: 1. Brian Lance (Suz).
A PROD EX: 1. Matthew Winnaker (Kaw); 2. Steve Heilman (Hon).
A PROD NOV: 1. Dean Hayes (Yam); 2. Paul Volpe (Suz); 3. Scott Temple (Yam); 4. Jim Young (Yam); 5. Chris Demopoulos (Yam).
B PROD EX: 1. Matthew Winnaker (Kaw); 2. Steve Heilman (Hon).
B PROD NOV: 1. Dean Hayes (Yam); 2. David Shine (Yam); 3. Chris Demopoulos (Yam); 4. Gregory Nowling (Yam).
C PROD EX: 1. Matthew Winnaker (Kaw); 2. Steve Heilman (Hon).
C PROD NOV: 1. Dean Hayes (Yam); 2. Michael Leffler (Yam); 3. David Shine (Yam); 4. Chris Demopoulos (Yam); 5. Gregory Nowling (Yam).
D PROD EX: 1. Matthew Winnaker (Yam); 2. David Folz (Yam).
D PROD NOV: 1. Brian Conley (Yam); 2. William Sweeney (Yam); 3. Russell Graff (Yam); 4. Mark Petniunas (Yam); 5. Richard Greco (Hon).
F-2 EX: 1. Jeff Vos (Rtx); 2. David Folz (Yam); 3. Kevin Fardoux (Yam).
F-2 NOV: 1. Thorton McPheeters (Yam); 2. Brian Conley (Yam); 3. Charles Lang (Duc); 4. Andrew Perkins (Hon); 5. Tim Keen (Yam).
F-3 EX: 1. Paul Morris (Kaw); 2. Harry Morse (Hon).
F-3 NOV: 1. Miles Hardesty (Kaw).
CLBMN EX: 1. Steve Heilman (Hon); 2. Paul Morris (Hon); 3. Kevin Fardoux (Yam).
CLBMN NOV: 1. Mark Fleischman (Yam); 2. Mark Slavens (Hon); 3. Jeff Bandstra (Hon); 4. Miles Hardesty (Kaw).

Cochran nails Perris MX victory

By Tony Alessi

PERRIS, CA, SEPT. 22

Suzuki-mounted Dave Cochran came away the winner in the 25-29 Beginner class and finished second behind Peter Ackourey in the 250cc Beginner class during GFI Super Saturday MX at Perris Raceway.

Cochran got the holeshot in the opening 25-29 Beginner moto and never looked back. Richard Worley worked up from a bad start and closed on Cochran, only to crash back to third. Fred Magnolia moved to second for good but never challenged Cochran.

Cochran again led at the start of the second moto as Mike Brown closed in on Cochran and put the pressure on. Brown pushed Cochran for five laps before Cochran tired out and Brown pulled away. Richard Worely caught Cochran on the final lap and almost passed the exhausted pilot. Cochran held on to second and took the overall win.

Cochran was back in the 250cc Beginner class, winning the first moto over Ackourey and Chris Shaw. Ackourey came back swinging in the second moto, passing Cochran on the opening lap and never giving it back. Ackourey came out on top while Cochran held off Shaw for second.

Tim Olson scored back-to-back moto wins in the 250cc Novice class with his only competition coming from 125cc Novice class rider Brian Teets. Teets crashed in the first turn of the first moto and successfully charged by the whole pack except Olson.

Olson led the second moto but Teets closed in on him, eventually passing and pulling to more than a quarter of a track lead.

Donald Upton was untouchable in the combined Intermediate class. Randy Danylo was close after Upton crashed in the second moto but Upton evntually pulled away to win by a large margin.

Results

FIRST TIMERS: 1. Matthew Kearney (Yam); 2. Billy Wise (Yam); 3. Kyle Vachon (Yam).
50 STK D-1: 1. Roland Rodriquez (Yam); 2. Christopher Tocco (Yam); 3. Eric Wood (Yam); 4. Emitt Kling (Itj); 5. Vance Freeman (Yam).
50 STK D-2: 1. Daniel Vachon (Yam); 2. Bobby Lard (Yam); 3. Derek Downey (Yam); 4. Chad Gaumer (Yam); 5. Chris Lightfoot (Suz).
50 MOD: 1. Emitt Kling (Itj); 2. John Faulkner (Yam); 3. Roland Rodriquez (Yam); 4. Jeffery Smith (Yam); 5. Shimp Jonathan (Yam).
60: 1. Shad Viens (GPV); 2. Blake Viens (GPV); 3. Roland Rodriquez (Kaw); 4. Tyler Newton (Kaw); 5. Cliff Jennings (Kaw).
80 BEG: 1. Justin Viens (GPV); 2. Adam Fetterly (Kaw); 3. Chad Erl (Kaw); 4. Danny Baron (Kaw); 5. Matthew Michelson (Suz).
80 INT: 1. Larry Linkogle (Kaw).
125 BEG: 1. Mike Koger (Yam); 2. Chris DeCannett (Hon); 3. Bill Smith (Yam); 4. Tony London (Hon); 5. Travis Ogburn (Kaw).
125 NOV: 1. Brian Teets (Kaw); 2. Brett Johnson (Suz); 3. James Randel (Hon); 4. Kevin Karpiak (Kaw).
125 INT: 1. Donald Upton (Hon); 2. Randy Danylo (Kaw); 3. Ryan Johnson (Hon).
125 PRO: 1. Joel Albrecht (Kaw); 2. Ray Hensely (Suz); 3. Raymond Anthony (Suz).
250 BEG: 1. Peter Ackourey (Yam); 2. Dave Cochran (Suz); 3. Chris Shaw (Kaw); 4. Jose Aragon (Suz); 5. Mike Martin (Suz).
250 NOV: 1. Tim Olson (Yam); 2. Mike Horton (Yam); 3. Chris Bergstrom (Yam); 4. Jamie Mitchell (Kaw); 5. Steve Clark (Yam).
250 INT: 1. Robb Mesecher (Kaw); 2. Ulf Johnsson (Hon); 3. Jeff Lambson (Yam); 4. Randy Dotson (Kaw); 5. Gregg Cox (Suz).
250 PRO: 1. Tracy Monterone (Yam); 2. Mike Hooker (Hon); 3. Robert Weber (Hon).
500 BEG: 1. Mike Hinesley (Hon): 2. Nick Costello (Hon); 3. Brandon Hogg (Hon); 4. Jim Sturgill (Yam).
500 INT: 1. Tony Sper (ATK).
500 PRO: 1. Craig Davis (Hon); 2. Willy Musgrave (ATK).
25-29 BEG: 1. Dave Cochran (Suz); 2. Mike Brown (Hus); 3. Richard Worley (Yam); 4. Mike Robres (Yam); 5. Michael Villa (Kaw).
25-29 NOV: 1. Ed Vitelli (Suz); 2. Chris Swank (Suz); 3. James Randel (Hon); 4. Gary Harada (Suz); 5. Jody Weisel (Suz).
25-29 INT: 1. Skip Godinez (Suz); 2. Robb Mesecher (Kaw); 3. Tony Alessi (ATK); 4. Jeff Lambson (Yam); 5. Bill Erb (Suz).
VET NOV: 1. Carl Nunes (Kaw); 2. Scott Mays (Hon); 3. Jim Deford (Yam); 4. Dave Vick (Hon): 5. Greg Whitfield (Hon).
VET INT: 1. J.S. Hanson (Hon); 2. Rick Richards (Kaw); 3. George Kohler (Suz); 4. Frank Steiner (Kaw); 5. Steve Banning (Hon).
VET PRO: 1. Val Tamietti (Hon); 2. Buster Gonad (Kaw); 3. Ron Lawson (Suz); 4. John McCaughey (Hon); 5. Tom White (Hon).
OT: 1. Alan Olson; 2. Thomas White (Hon); 3. Bengt Johonsson (Hon); 4. Ron Way (Hon); 5. Jody Weisel (Yam).

Christy edges Kessler at Carlsbad Short Track

By Greg Booth

CARLSBAD, CA, SEPT. 15

It looked like a long night at the Carlsbad Short Track for summer series point leader Skip Christy after Loren Bjorkman beat him in the first Open Expert heat and Jim Kessler beat him in the second. But when the chips were down, Christy pulled off the main event win.

When the Open Expert main event got underway, Kessler took the holeshot followed by Christy and Bjorkman. Going into turn three Bob Gabler went down and Mark Aragon ran right over him and was catapulted in the air.

The restart saw Christy get the holeshot followed by Chris Cannon. However, on the third lap, Bjorkman and Kessler went down, bringing out the red flag again.

The third restart saw Christy once again grab the holeshot, followed by Cannon and Jeff Johnson. Kessler and Bjorkman worked their way through the pack and both eventually passed Johnson. Cannon dropped out, leaving the trio to battle. Kessler made a gallant effort on the last lap to stuff his Shell Thuet Yamaha under Christy in turn one, but to no avail. Christy held on to the lead with Kessler second and Bjorkman third.

The 250cc race was one of the best of this season, with Bob Gabler coming out on top. Mark Ledbetter got the holeshot with Gabler in tow. Mark Aragaon was running a very close third. Aragon got by Gabler and relegated him to third. The positions looked settled until Gabler passed both Aragon and Ledbetter for the win.

Results

250: 1. Bob Gabler (Yam); 2. Mark Ledbetter (Kaw); 3. Mark Aragon (C-A).
OPEN VET: 1. Skip Christy (Yam); 2. Dennis Voll (Yam); 3. Peter Mayforth (Yam).
500 JR: 1. Tyson Voll (Yam); 2. Brian Cassidy (Yam); 3. Peter Mayforth (Yam).
OPEN EX: 1. Skip Christy (Yam); 2. Jim Kessley (Yam); 3. Loren Bjorkman (Yam).

Buehl tops Action Sports Center

By David L. Patton, Jr.

NELSONVILLE, OH, SEPT. 8

Suzuki rider Jeromy Buehl captured three of four moto wins in the 125 and 250cc A classes at the McDonalds/Athens Honda Cars/Athens Sports Cycles/Gear Racewear-sponsored Action Sports Center. Buehl swept both 250cc Pro motos and the first 125cc Pro heat, but Mike Jones and Keith Bowen stopped him in moto two.

In the first 125cc Pro moto, Jeff Glass led at the start, but Buehl and Jones were quickly pressuring him. Glass stalled his bike just long enough to let both of them by. Buehl increased the pace, leaving Jones to finish a distant second. After a poor start, Bowen really got on the gas and worked his way up to third. Glass held fourth and Jason Gray rounded out the top five.

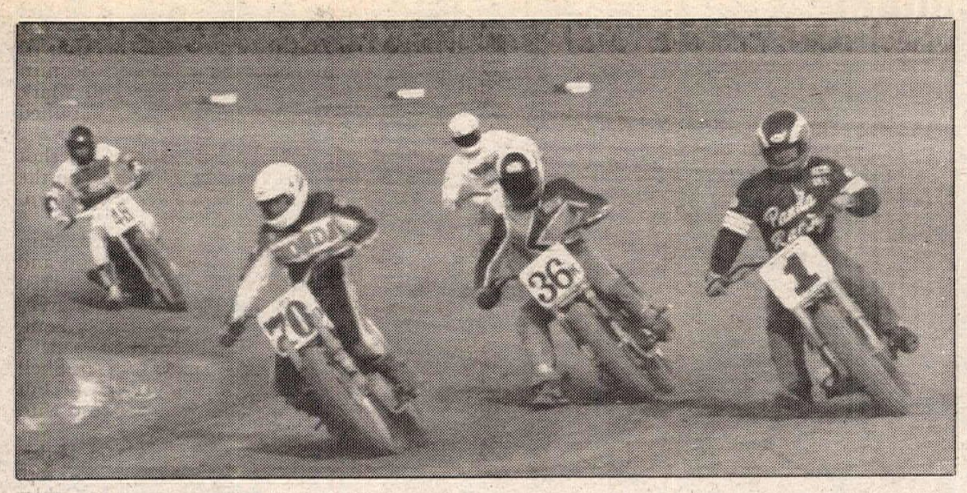
Kawasaki rider Greg Rand is one of the fastest minicycle racers in the nation and he dominated the Mini Senior class. Heath Bennett tried to challenge Rand, but Bennett is recovering from an injury and he wasn't strong enough to match Rand's blistering pace for the course of a moto. John Hillman was a distant third ahead of Brad Ritchie.

The Micro class featured some of the closest racing of the evening as Corey Arnold battled Jeff Gibson for the entire length of both heats, with Gibson capturing the second moto win and the overall victory. Brian Bartlett claimed third ahead of David Whitecraft and Shaun Miller.

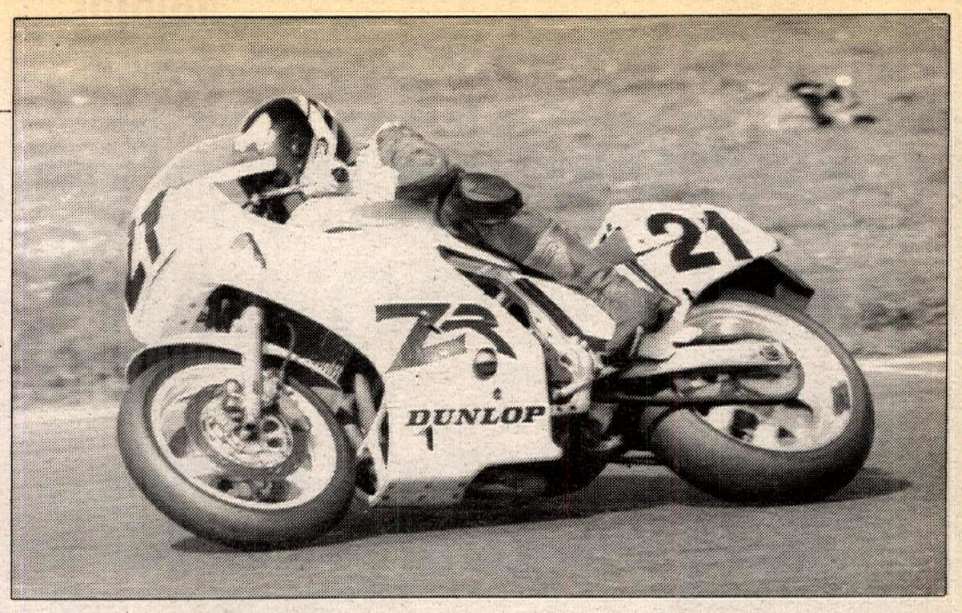
The second moto saw Mike Jones put his Honda out front after passing Glass, who had pulled the holeshot. Musselman and Bowen were battling for third. Buehl almost collided with another rider on the start and started out at the back of the field. As Jones opened up a small lead, Bowen was able to catch Glass after passing Musselman. Buehl quickly moved through the pack to push Musselman back to fifth. Jones held his lead to the checkered flag and Bowen finally made a move that worked as he passed Glass on the last lap. Buehl earned fourth and Musselman took fifth.

Results

125 A: 1. Mike Jones (Hon); 2. Keith Bowen (Suz); 3. Jeromy Buehl (Suz); 4. Jeff Glass (Hon); 5. Mark Musselman (KTM).
250 A: 1. Jeromy Buehl (Suz); 2. Mark Musselman (KTM); 3. Jeff Glass (Hon); 4. Mike Jones (Hon); 5. James Eickel (Yam).
MICRO: 1. Jeff Gibson (Yam); 2. Corey Arnold (Yam); 3. Brian Bartlett (Yam); 4. David Whitcraft (Yam); 5. Shawn Miller (Yam).
65: 1. Mark Burkhart (Kaw); 2. Scott McMillin (Kaw); 3. Jeremy Berwanger (Kaw); 4. Adam Rake (Kaw); 5. Jeff Gibson (Kaw).
MINI JR: 1. Jason Frecker (Yam); 2. Mark Burkhart (Kaw); 3. Scott McMillin (Kaw); 4. Adam Rake (Yam); 5. Kevin Peacock (Suz).
MINI SR: 1. Greg Rand (Kaw); 2. Heath Bennett (Kaw); 3. John Hillman (Kaw); 4. Brad Ritchie (Suz); 5. Chuck Woodford (Kaw).
SCHBY: 1. Tommy Collier (Suz); 2. Brad Shrunk (Suz); 3. Matthew Hale (Kaw).
125 B: 1. Mark Kiser (Suz); 2. Matt Powers (Hon); 3. Tim Lunsford (Yam); 4. Jackie Welker (KTM); 5. Darcy Walther (Hon).
125 C: 1. Joel Henning (Suz); 2. Michael Huntley (Yam); 3. Adam Johnson (Hon); 4. Scott Henderson (Kaw); 5. Matt Eastman (Suz).
250 B: 1. Keith Gwinn (Yam); 2. Adam Merrick (Hon); 3. Darcy Walther (Hon); 4. Don Lewis (Kaw); 5. Nick Troutman (Hon).
250 C: 1. Ken Thomas (Hon); 2. Kevin Schneider (Hon); 3. Matthew Dicken (Hon); 4. Lee Ball (Kaw); 5. Ryan Brickles (Yam).
OPEN B: 1. Eric Rankin (Kaw); 2. Bobby Ivers (Kaw); 3. Brian Dradt (Hon); 4. Chris Phillips (Hon); 5. Shaun Swisher (Hon).
+25: 1. Mike Postlewaite (Kaw); 2. Brad Wood (Suz); 3. David Young (Hon).
VET: 1. Vincent Loyola (Hon); 2. Danny Welch (Hon); 3. Cullen Rutter (Suz); 4. Monte Hixenbaugh (Suz).



Eric O'Boyle (70) leads Paul Kops (36), Bill Russell (1), Russell McCloskey (48) and Dean Mayer in the Open A class at the Michigan State TT Championships.



Despite a crash in the Open Production class, Keith Pinkstaff won the Open and 750cc Superbike classes at OMRRA road races at Portland International Raceway.

Hough wins LTM Hare Scrambles

By J. Ramsey

CASEY, IL, SEPT. 16

Team Green's Kurt Hough overalled the dual AMA District 15 and 17-sanctioned hare scrambles at Lincoln Trail Motorsports with an impressive ride, lapping the entire field up to sixth place.

Chad Froman also turned in a good ride in winning the 250cc B class, overall B honors, and finishing second overall behind ISDE veteran Hough. Tim VanBrooker finished third overall and second Expert, followed by Robert Kirchner, who is currently number two in the point standings in the District 15 Heavyweight A class.

Kurt Stapert finished fifth overall and stopped the Lightweight A class, while Kevin Finefield aced the 200cc B class and in doing so finished sixth overall.

Bob Surface, currently second in the District 15 point standings in the 125cc B class won his class with Shawn Sander taking second.

Zachary Stone and Richard Troyer continued their season-long duel for the top spot in the District 15 Mini class. They came into the event tied for first place in points, but Stone had the edge and took the win with Troyer finishing a close second.

Results

O/A A: 1. Kurt Hough (Kaw).
O/A B: 1. Chad Froman (KTM).
MINI: 1. Zachary Stone (Kaw); 2. Richard Troyer (Yam); 3. Jeremy Stone (Kaw); 4. Travis Troyer (Yam).
125 B: 1. Rob Surface (Suz); 2. Shawn Sanders (Yam); 3. Leslie Troyer (Kaw); 4. Mark Petrowsky (KTM); 5. Jeff Titzer (Hon).
200 B: 1. Kevin Finefield (Kaw); 2. Arthur Peck Jr. (Kaw); 3. Chad Thornburg (Kaw); 4. Jeff Mote (Kaw); 5. Thomas Lange (Hus).
250 B: 1. Chad Froman (KTM); 2. Mike Titzer (Hon); 3. Tom Bahr (Suz); 4. Ronie Hanselman (Hon); 5. Mark Schmidt (Kaw).
OPEN B: 1. Thomas Burtle (ATK); 2. John Stefanick Jr. (Yam); 3. Brian Hilvety (KTM); 4. Scott Jefson (Yam); 5. Matt Dill (Kaw).
4-STRK: 1. Jared Green (Hon); 2. Gary Robinson (Hon); 3. Tim Hathaway (Hon); 4. Gerald Ringham (Hon).
EX A: 1. Kurt Hough (Kaw); 2. Tim Vanbrooker (Hus); 3. Robert Kirchner (Hon); 4. Curtis Stapert (KTM); 5. Timothy Berig (Yam).
+30: 1. Galen Campbell (Kaw); 2. William Capshaw (Kaw); 3. Brian Erwin (Suz); 4. Herman Pettit (Hon); 5. Dave Huffman (Hon).
SR: 1. Lon Walters (Kaw); 2. David Sanders (KTM); 3. Tony Schladev (Yam).
S/SR: 1. Jerry Weseloh (Hus); 2. James Bentley (Suz).

Bannerman highlights I-96 Michigan State TT

By Grace DiBenedetto
Photo by Max Action

LAKE ODESSA, MI, SEPT. 16

Don Bannerman and Robert Russell waged a full scale war for the lead in the Super Senior division for the State title at I-96 TT.

Russell got the holeshot and guided his Honda into the lead at the first transfer. Then Bannerman lit the match and aimed the flame at the Honda. For the next six laps, Russell felt the heat intensify as the Matchless closed in on him. At the switchback Bannerman passed Russell, and the dirt flew as Russell tried to regain the lead. Bannerman got a little breathing room when Russell went wide in the transfer, giving up some strategic ground. Bannerman reached his main objective one lap later when he took the checkered flag, with Russell only a bike length behind him. Rocky Watson took the advantage over Glen O'Boyle for third but only after a wheel-to-wheel confrontation that lasted the remaining last two laps.

Tom Cummings took the early lead in the Senior 30-39 class with Mike Babka and Dean Mayer taking up position behind him. By lap two Cummings had opened up a gap with his Harley over the two Yamaha riders, who were battling back and forth over the second spot with Mayer taking the advantage at the quarter-mile transfer, but Babka regained it by the switchback. On lap four Mayer's bike dropped out of contention due to mechanical failure. Babka took a look in front and in back of him and decided to start closing the enormous gap Cummings had opened. Over the next four long laps Babka slowly chipped away at the Harley rider's lead and in lap eight Babka went under Cummings at the switchback and took over. Cummings came back at the quarter-mile transfer and took it back on the white flag lap. Babka wasn't giving it away and as soon as they reached the switchback, Babka grabbed the lead right back. It was a handlebar-to-handlebar clash out of the hairpin and onto the half-mile. Into turns three and four they came, side by side down the home stretch. At the wire it was Babka by a length.

Results

50: 1. Steve Stordahl (Yam); 2. Brett Pankey (Yam); 3. Trevor Holloway (Yam); 4. Billy Humphries (Yam); 5. Justin Humphries (Yam).
65: 1. B.J. Leach (Kaw); 2. Brice Edmonds (Kaw); 3. Greg Vincent (Hon); 4. Brandon Rose (Kaw); 5. Daniel Kauffman (Kaw).
85: 1. Bryan Bigelow (Kaw); 2. Danny Vincent (Hon); 3. Jason Wilke (Hon); 4. Daniel Kauffman (Kaw); 5. Jason Sentell (Kaw).
200: 1. Doug Billot (Hon); 2. Danny Vincent (Hon); 3. Ron Imhoff (Kaw); 4. Rick Vincent (Hon); 5. Chad Davis (Kaw).
250 B: 1. Matt Schoonover (Yam); 2. Cory Olson (Hon); 3. Joe McCormick (Kaw); 4. Doug Billot (Suz); 5. Mike Oliver (Kaw).
250 A: 1. Paul Kops (Kaw); 2. Scott Jensen (Suz); 3. Kip Kops (Kaw).
OPEN B: 1. Tracy Chaffee (H-D): 2. D. Kirk Bannerman (W-R); 3. Randy Friars; 4. Ryan Brown (H-D): 5. Larry Sholtey (Rtx).
OPEN A: 1. Eric O'Boyle (Hon); 2. Paul Kops (ATK); 3. Dean Mayer (Yam); 4. Bill Russell (Hon); 5. Russell McCloskey (Yam).
TW: 1. Rick Sentell (Tri); 2. Don Bannerman (Tri); 3. Merlyn Wertz (Tri); 4. William Wertz (Tri); 5. Thomas Sturgeon (Tri).
SR 30-39: 1. Mike Babka (Yam); 2. Tom Cummings (H-D); 3. Ken McConnell (Hon); 4. Phil Klee (Yam); 5. Larry Sholtey (Rtx).
S/SR 40+: 1. Don Bannerman (Mat); 2. Robert Russell (Hon); 3. Robert Watson (Hon); 4. Glen O'Boyle (Hon); 5. John Carney (ATK).
DTX 125: 1. Ron Imhoff (Kaw).
DTC 250: 1. Cory Olson (Hon); 2. Joe McCormick (Yam); 3. Rick Brown (Kaw); 4. Robert Gignac (Hon); 5. Kip Kops (Yam).
DTX 500: 1. Russell McCloskey (Hon); 2. Tom Cummings (Hon).
PRO/AM: 1. Doug O'Boyle (Hon); 2. Paul Kops (ATK); 3. Jack Mayer (W-R); 4. Scot Buchan (W-R).
COMBO: 1. Doug O'Boyle (Hon); 2. Scott Buchan (W-R); 3. Eric O'Boyle; 4. Jack Mayer (W-R); 5. Mike Babka (Yam).

Kehoe levels LACR Grand Prix

By Tony Alessi

PALMDALE, CA, SEPT. 3

"Earthquake" Erik Kehoe came back from a shoulder injury and leveled the 250cc Pro class at the CRC Outlaw Grand Prix at L.A. County Raceway.

Kehoe grabbed the lead after a perfect dead-engine start, followed by Danny LaPorte, Tony Sulek and Tim Telford. Sulek powered past LaPorte and tried to follow the lines of Kehoe until a snapped chain brought him to a standstill. Telford stayed close to LaPorte the remainder of the moto.

The Vintage class proved to be an exciting event with four different leaders during the moto. John Lundgren led the troops on a Bultaco until his bike seized, giving the lead to Chris Radzinski on a Honda Elsinore. Radzinski pulled to more than a half track lead before retiring with exhaust pipe problems. Eric Casas, riding Marty Smith's old works RC Honda 125, assumed the lead and had a bar-banger with Ed Ho. Ho passed Casas on a fast straight only to get stuffed by Casas in the following turn. Casas ran out of gas at the 30-minute mark, giving Ho the lead which he maintained to the finish.

Results

80 BEG: 1. Chris Neitzel; 2. Kenneth Reed; 3. Steve Young; 4. Kyle Frazier.
80 NOV: 1. Paul Gilmartin; 2. Bob Gunter; 3. Mike Weed; 4. Scott Reed Jr.
125 BEG: 1. Kelly Cargill; 2. Bryan Woodring; 3. Tim Valdez; 4. Chris Gray; 5. Christopher Decannett.
125 NOV: 1. Karl Lindstrom; 2. Chris Valdez; 3. Ray Snider; 4. Dean Ostrander; 5. Brent Greer.
125 INT: 1. Shawn David; 2. Jason Simmons.
250 BEG: 1. Greg Butler; 2. Daniel Cleveland; 3. Chuck Kober; 4. Edward Green; 5. Danny Osbourne.
250 NOV: 1. Erik Lindstrom; 2. Art Custer; 3. Mike Maute; 4. Tim Forbes; 5. Bill Paul.
250 INT: 1. Ken Neitzel; 2. George Wallace.
250 PRO: 1. Erik Kehoe; 2. Danny Laporte; 3. Tim Telford.
500 BEG: 1. Matthew Coldwell.
JR VET BEG: 1. Bob Hausman; 2. Bill Garcia; 3. Danny Lowers; 4. Alon Sahar; 5. Blair Pike.
JR VET NOV: 1. Frank Nyback; 2. Frank Lowers; 3. Larry Peacock; 4. Erik Colbert; 5. Scott Pekarek.
JR VET INT: 1. Frank Costranzo; 2. Todd Broussard; 3. Todd Wimett; 4. Chuck Gunter; 5. Gary Muensterman.
JR VET EX: 1. Kelly Pugmire; 2. Kenny Parry; 3. Tracy Hrach.
VET BEG: 1. Randy Gillespie; 2. Bob Breach; 3. Joe Popp; 4. David Procida; 5. Warren Brown.
VET NOV: 1. Jerry Coffey; 2. Jere Mason; 3. Gary Songstad; 4. Greg Benton; 5. Mark Lenke.
VET INT: 1. Chris Leiker; 2. Michael Nowicki; 3. Michael Rochester; 4. C.R. Brunson; 5. Martin Ansorge.
VET EX: 1. Brad McLeod; 2. Bob Kline; 3. Mike Gosselaar; 4. Randy Tittlemeier; 5. Ronnie Gubson.
SR BEG: 1. Dennis Patterson; 2. Dale Trubey; 3. John King; 4. Bill Weltman; 5. Jon Jacobsmeyer.
SR NOV: 1. Jose Rodriquez; 2. Kurt Sofka.
SR EX: 1. Buster Lawrence; 2. Steve Dunlap.
VINT NOV: 1. Mike Hotchkiss; 2. Bill Leonardo; 3. Robert Norman; 4. Luis Brecheen; 5. Virgil Elings.
VINT INT: 1. Ed Ho; 2. Greg Owen; 3. Blair Risnes; 4. Ron Aldrich; 5. Terry Pratt.
VINT EX: 1. Landuis Kent; 2. Gary Egloff; 3. Chris Radzinski.
WMN NOV: 1. Lori Hernandez; 2. Sheila Delang; 3. Jamiee Pamintuan; 4. Carol Kramer.
WMN INT: 1. Candy Hateley.
BIG WHL: 1. Phil Messenger.
TEAMS
80 IRMN: 1. Bob Gunter; 2. Kyle Frazier.
IRMN SPTSMN: 1. Jason Fontes.
IRMN EX: 1. Brad McLeod.
80 BEG: 1. Robert Muckelroy/Robert Saldane; 2. Chris Gray/StevePascuzzi.
80 NOV: 1. Ray Snider/Chris Valdez; 2. Bill Paul/Brent Greer; 3. George Andrews/Steve Gaasch.
80 INT: 1. Chris Evans/Jason Simmons; 2. Cole Shess/Randy Wysocki.
80 EX: 1. Erik Kehoe/John Spar; 2. Chuck Gunter/Kelly Pugmire.

Costa Mesa Speedway falls to Schwartz

By Scott Daloisio

COSTA MESA, CA, SEPT. 17

Bobby Schwartz defeated Alan Christian in the U.S. National Qualifier Series main event at the Orange County Fairgrounds. The win also enabled Schwartz to edge Christian by one point to take the overall series title.

Heading into the final round, Christian and Schwartz, both 34, were tied for the overall point lead. They each won their first heat racs of the night, but in round two Rob Pfetzing beat Schwartz which gave Christian, who won his second heat race of the meeting, a one-point lead.

Pfetzing, who sat out the first two rounds of the series with a back injury, proved that he had no favorites in round three when he beat Christian. Two races later Schwartz won his final preliminary event and once again he and Christian were in a deadlock for the overall lead heading into the semis. Steve Lucero and Pfetzing had the same total, but the man to beat was Mike Faria, who won all three of his heats and went into the semis with a perfect nine points.

The winner of each of the four semis transferred to the main, and in semi one Pfetzing grabbed first with Lucero dropping behind Charlie Venegas. Lucero got past Venegas on lap two, but he couldn't catch Pfetzing.

Schwartz left everybody in the second semi. Brad Oxley got by Andy Northrup on lap three, but Oxley's motor seized on the last lap and Northrup blew by and took second.

Christian won the third semi, while Lance King pressured Faria all the way in semi four, but couldn't get by.

When the tapes went up in the main, Schwartz got a tremendous drive off the line and beat Faria into the first turn. Christian was in third with Pfetzing fourth.

Christian went inside Faria on the second lap, but by the time the lap ended, Faria was back alongside. Christian pulled ahead once again on lap three, and Faria tried to cut back underneath. Christian held him off before Faria wheelied off turn four and out of contention for second.

Christian's battle with Faria left him far behind Schwartz. Although Christian closed the gap on Schwartz, he didn't have enough time to mount a serious challenge and Schwartz took the win on the Promotion Products/CTi Brace/Scar/Silkolene/Russell Racing Weslake.

Results

MAIN: 1. Bobby Schwartz (Wes); 2. Alan Christian (Wes); 3. Mike Faria (Wes); 4. Rob Pfetzing (Wes).
CONSOL: 1. Steve Lucero (Gdn); 2. Lance King (GM); 3. Andy Northrup (Wes); 4. Louis Kossuth (GM).

Pittman back on track at Portland Road Race

By Russ Cazier

PORTLAND, OR, SEPT. 23

Joe Pittman, sidelined for over two months from injuries suffered in a hard crash at Westwood, B.C., returned in fine form at the Oregon Motorcycle Road Racing Association's (OMRRA) meet at Portland International Raceway.

In Open Production, Pittman overcooked turn one on the first lap, took to the grass, and came back on the track with exactly one of the 25-rider field still behind him. Keith Pinkstaff crashed in turn three on the next lap, and by then Pittman was in about 10th place. The passes kept getting more difficult at the front of the pack, but Pittman kept on picking them off, and took the lead on the white flag lap, for as much of a come-from-behind win as PIR has ever seen.

The weather and track condition were excellent, and Pittman and Pinkstaff cranked it up in Open Superbike to set a new "local" track record of 1:11.6. Pinkstaff took the lead on lap three and held it until lap eight, when he got in a heart-stopping tank-slapper coming out of turn nine and Pittman eased by. Pinkstaff's Zlock Racing Suzuki apparently had legs on Pittman's Yamaha and Pinkstaff took it back by drafting into turn one on the last lap.

The best race-long dice was in the 750cc Producation race, with Pittman, Shawn Roberti, Michael McBrady and Steve McKissock swapping positions at the front for all 10 laps. Pittman took over the lead on the last lap, and Roberti moved from fourth to second.

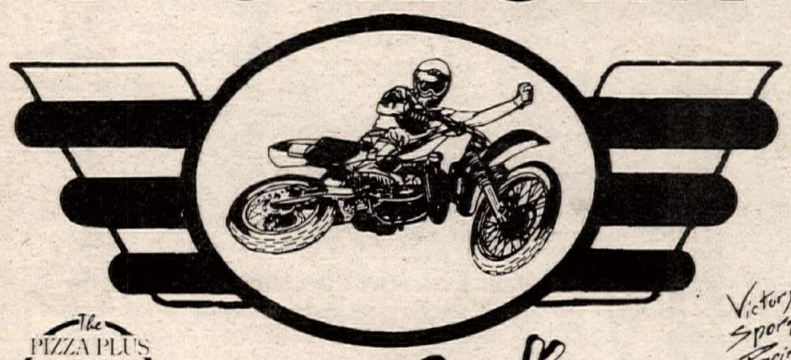
Tim Heale won Middleweight Superbike going away, then showed it was no fluke by edging out the same two riders, Richard Matthews and Todd Powell, in 450cc Superbike.

Cliff Baker's year-long lock on Ultra Lightweight Superbike was broken when Scott Soper's modified Honda CR250 finally kept running for all 14 laps. Baker won the first seven-lap heat race fair and square, but Soper took the second heat and the overall win. CN

Results

OPEN PROD: 1. Joe Pittman (Suz); 2. Mark Haskins (Suz); 3. Michael McBrady (Suz).
750 PROD: 1. Joe Pittman (Suz); 2. Shawn Roberti (Suz); 3. Michael McBrady (Suz).
600 PROD: 1. Shawn Roberti (Suz); 2. Troy Burstyk (Yam); 3. Scott MacArthur (Yam).
450 PROD: 1. Todd Yoast (Yam); 2. Stuart Miller (Yam); 3. Jaime Lynn (Yam).
OPEN S/BK: 1. Keith Pinkstaff (Suz); 2. Joe Pittman (Yam); 3. Alan Edwards (Suz).
750 S/BK: 1. Keith Pinkstaff (Suz); 2. Alan Edwards (Suz); 3. Mark McDaniel (Suz).
600 S/BK: 1. Mike Sullivan (Yam); 2. Shawn Roberti (Suz); 3. Todd Powell (Yam).
450 S/BK: 1. Tim Heale (Yam); 2. Richard Matthews (Yam); 3. Todd Powell (Yam).
M/W S/BK: 1. Tim Hele (Yam); 2. Richard Matthews (Yam); 3. Todd Powell (Yam).
L/W S/BK: 1. Bill Bircher (Hon); 2. John Lacey (Yam); 3. Steve Leverington (Rtx).
U/L S/BK: 1. Scott Soper (Hon); 2. Cliff Baker (Hyh); 3. Karl Schenk (Kaw).
OPEN BOTT: 1. Harold Glas (Hon); 2. Don Horn (Duc); 3. Pete Cheng (Kaw).
650 BOTT: 1. Jeff Pechtel (Kaw); 2. David Rookaird (Hon); 3. Andy Moore (Kaw).
NOV: 1. Steve Barlo (Hon); 2. Jon Miller (Yam); 3. Bret Wall (Yam).

The **HONDA TOPGUN SHOWDOWN** AMA SANCTIONED



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OCTOBER 27 & 28
(Round 11)

HARDROCK GNCC
BUNNER RIDGE, WV

I-79 to East Fairmont Exit 139

SATURDAYS	Entries and Information
QUADS RACE - 1 PM	RACER PRODUCTIONS
SUNDAYS	Rt 7 Box 459
BIKES RACE - NOON	Morgantown, WV 26505
(Youth races in morning)	PHONE
	(304) 594-1157

Best 8 Scores Count

WISECO YAMAHA YOKOHAMA Gear BT RACING Fredette Racing Products UMX BK SCOTT SideWinder Kawn Brown Sales Dubose RV Cuddy's SPORT Cycles LOWAY OFF ROAD RACING KLOTZ ACERBIS IPONE

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Superbike Road Race Series
11/4 Shah Alam, Malaysia
11/11 Phillip Island, Australia
11/18 Manfeild, New Zealand

AMA 125/500cc Nat'l C'ship MX Series
10/14 New Berlin, NY
Info 614/891-2425

AMA Nat'l C'ship Reliability Enduro Series
10/27 Minden, NV
Info 614/891-2425

AMA Nat'l C'ship Enduro Series
10/21 Redding, CA
Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series
10/14 Wells to Wendover, UT
Info 614/891-2425

AMA Nat'l C'ship Hillclimb Series
10/14 Oregonia, OH
Info 614/891-2425

AMA/Wiseco/ Yamaha/Yokohama Grand Nat'l Cross Country Series
10/28 Bunner Ridge, WV
11/11 Millfield, OH
Info 304/594-1157

AMA/CCS Regional C'ship Road Race Series
South Florida Region
10/13-14 Talladega, AL
10/20-21 W. Palm Beach, FL
South Central Region
10/13-14 Hallett, OK
Southwest Region
10/13-14 Las Vegas, NV
Southeast Region
10/13-14 Talladega, AL

AMA/CCS EBC Brakes Endurance Challenge Road Race Series
10/25-28 Daytona Beach, FL
Info 704/684-4297

Kerker/SBS WERA Nat'l Endurance Road Race Series
11/2 Braselton, GA
Tentative
Info 803/681-9372

WERA Pro Series
10/31-11/4 Braselton, GA
Info 803/681-WERA

WERA Regional C'ship Series
Northeast/Mid-Atlantic Region
10/13-14 Summit Point, WV
South Central Region
10/20-21 Henderson, TX
Info 803/681-WERA

WERA Grand National Finals
11/2-4 Braselton, GA

NETRA C'ship Enduro Series
10/14 New Boston, MA
10/28 Oxford, MA
11/4 Stafford, CT
11/18 Chester, CT

NETRA C'ship Hare Scrambles Series
10/21 Southcentral, MA
11/11 Wrentham, MA
Info 203/875-5757

NETRA Turkey Run Series
10/21 Wrentham, MA
11/25 Plympton, MA

ECEA C'ship Enduro Series
10/28 Bear, DE
11/11 Warren Grove, NJ
Info 609/893-7294

NESC C'ship Motocross Series
10/21 Southwick, MA
10/28 Middleboro, MA
11/4 Middlebobo, MA
11/11 Middleboro, MA
Info 413/772-0685

CRA Team Hare Scrambles Series
10/14 Milport, OH
11/11 Amherst, OH
Info 216/538-2220

IDBA Nat'l C'ship Drag Race Series
10/12-14 Commerce, GA
Info 205/849-7886

Dragbike! USA Nat'l C'ship Drag Race Series
10/20-21 Palmdale, CA
11/3-4 Phoenix, AZ
11/16-18 Gainesville, FL
Info 315/735-4412

SETRA C'ship Enduro Series
10/14 Tallahassee, FL
11/4 Maplesville, AL
1/31/91 Charleston, SC
1/27 Sumter, SC
3/3 Pelion, SC
3/10 Deland, FL
3/17 Maxeys, GA
3/31 Brown Mt. Bch., NC
4/28 Olustee, FL
5/5 Clinton, SC
Info 912/882-6483

SETRA C'ship Hare Scrambles Series
10/21 Brown Mt. Bch., NC
10/28 Dahlonega, GA
11/18 Montgomery, AL
12/9 Ft. Gaines, GA
2/17/91 Johnsonville, SC
2/24 Maxeys, GA
4/14 Sumter, SC
5/12 Jasper, AL
Info 404/532-6832

Virginia C'ship Hare Scrambles Series
10/14 Newport News, VA
10/21 Fort Picket, VA
11/4 Martinsville, VA
Info 804/255-4620 or 851-0322

SERA Enduro Series
11/4 Maplesville, AL
Info 504/748-8693

SERA Hare Scrambles Series
10/21 Tupelo, MS
11/11 Birmingham, AL
Info 504/748-8693

AHRMA Nat'l C'ship Vintage MX Series
10/13 New Berlin, NY
Info 603/673-0993 (Eastern events)
213/490-0012 (Western Events)

AHRMA Regional Championship Vintage MX Series
10/21 Palmdale, CA
11/11 Tulare, CA
Info 603/673-0993 (Eastern events)
213/490-0012 (Western events)

AHRMA Regional C'ship Vintage Road Race Series
11/1 Braselton, GA
Info 304/291-2253

Florida C'ship Gold Cup MX Series
10/14 Gainesville, FL
10/21 Dade City, FL
10/28 Reddick, FL
11/4 Cocoa, FL
11/11 Sebring, FL
Info 813/822-8929

Florida Winter Nat'l Olympics
11/19-24 Gainesville, FL
Info 813/822-8929

OCCRA Cross Country Series
11/4 Lake Murray, OK
11/11 Tulsa, OK
11/18 Draper Lake, OK
Info 405/632-3370

Black Jack Enduro Circuit
10/14 Tulsa, OK
10/28 Oklahoma City, OK
Info 405/340-7478.

Missouri Hare Scrambles C'ship Series
10/21 Potosi, MO
10/28 Belleville, IL
Info 314/291-7091

N. Indiana Hare Scrambles Series
10/28 Plymouth, IN
12/2 Plymouth, IN
Info 219/831-2345

ATA Observed Trials C'ship Series
10/28 Stoddard Valley, CA
11/11 Little Rock Canyon, CA
12/30-31 UCAN Classic Oatman, AZ
Info 213/259-6631

ARRA Road Race Series
10/20-21 Willow Springs, CA
11/17-18 Willow Springs, CA
12/15-16 Willow Springs, CA
1/19-20/91 Willow Springs, CA
2/16-17 Willow Springs, CA
3/16-17 Willow Springs, CA
4/20-21 Willow Springs, CA
5/18-19 Willow Springs, CA
6/15-16 Willow Springs, CA
7/4 Willow Springs, CA
7/20-21 Willow Springs, CA
8/17-18 Willow Springs, CA
9/14-15 Willow Springs, CA
10/19-20 Willow Springs, CA
11/16-17 Willow Springs, CA
12/14-15 Willow Springs, CA
Info 805/966-5700

SCORE Int'l Off-Road Series
11/8-11 Baja 1000
Ensenada, BC, MEX
1/25-27/91 Parker 400
Parker, AZ
4/5-7 San Felipe 250
San Felipe, B.C., MEX
6/7-9 Baja Internacional
Ensenada, B.C., MEX
11/7-10 Baja 1000
Ensenada, B.C., MEX
Info 818/889-9216.

NMA Enduro Series
10/28 Bellingham, WA
Info 206/943-1559

NMA Off-Road Series
11/11 Shelton, WA
11/18 Bellingham, WA
Info 206/943-1559

Grans Prix de Baja Series
11/17 San Felipe GP
San Felipe, MEX
Info 818/340-5750

MTEG Off-Road Gran Prix Series
10/TBA San Francisco, CA

Sabine Enduro Circuit
10/21 Forest Hill, LA
11/3-4 Muenster, TX
3/10/91 String Prairie, TX
3/TBA Leesville, LA
4/7 Nacogdoches, TX
Info 409/722-7926

High Plains Enduro Circuit

10/14	Post, TX
11/18	Spur, TX
12/1-2	Lubbock, TX
12/16	Turkey, TX
2/10/91	Carlsbad, NM
2/24	Odessa, TX
3/24	San Angelo, TX
4/14	Post, TX

Info 806/795-1218

South Texas Hare Scramble Series

10/21	TRH Bastrop, TX
11/11	AMSA String Prairie, TX
11/18	TRH Trinity, TX
12/2	DBSA Hidden Valley, TX
12/16	TRH Lake Houston, TX
1/13/91	TRH Cleveland, TX
1/27	AMSA Smithville, TX
2/10	DBSA Zars Ranch, TX
2/24	AMSA Rockne, TX
3/10	DBSA New Berlin, TX

Info AMSA-512/892-5026, DBSA-512/438-7594, TRH-713/351-7339

NMA/Domino's Pizza Fall Nat'l MX Series

10/14	Tyler, TX
10/21	Oklahoma City, OK
10/27-28	Ponca City, OK

Info 213/868-8112

Texas State C'ship Enduro Series

10/14	Lubbock, TX
11/3-4	Denton, TX
11/18	Lubbock, TX
12/1-2	Lubbock, TX
12/16	Pampa, TX
2/24/91	Midland, TX
3/10	San Antonio, TX
3/24	Sweetwater, TX
4/7	Nacogdoches, TX

Info 817/540-0094

OCTOBER

S	M	T	W	T	F	S
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

NOVEMBER

S	M	T	W	T	F	S
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

• Denotes Pro Payback

October 12

CALIFORNIA STADIUM MX
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA STADIUM MX
• CMC. MotoBowl, Sacramento Raceway Park, Sacramento. Info 916/363-2653 or 363-2645.
DELAWARE SHORT TRACK/SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

October 12-14

GEORGIA DRAGS
• IDBA Nat'l C'ship Series. World Finals. Atlanta Dragaway, Commerce. Info 205/849-7886.

October 13

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
• Gary's Warrior MX/TT Track Warrior. Info 205/841-7224 or 669-4572.
CALIFORNIA DRAGS
USA Sand Drags. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA SHORT TRACK
Dirt Sport Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Reliable Fabrication HMR Night Bonzai Run. Ancient Drylake Bed, El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
DELAWARE SHORT TRACK
AMA/D-7. Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
FLORIDA MOTOCROSS/SHORT TRACK
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
Milton. Info 904/994-0827.
GEORGIA SUPERCROSS
• Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630 or 994-9494.
GEORGIA SUPERCROSS
• Southern Supercross, Tunnel Hill. Info 404/397-2937.
GEORGIA MOTOCROSS
AMA/Wings & Wheels. Bremen MX, Bremen. Info 404/941-9864 or 920-1033.
INDIANA MOTOCROSS
D-12 & 15/Read's Racing Unlimited, Inc. Trojan Speedway, N. Webster. Info 219/594-2974 or 594-2649.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO TT SCRAMBLE
Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/625-9987 or 791-8970.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/573-5425.
TEXAS SHORT TRACK/TT
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX, Woodland. Info 503/667-5701.

October 13-14

NEBRASKA TRIALS
All Iowa Trials Riders Assn. Tri-State Series. Omaha. Info 515/492-6126.
OHIO SHORT TRACK
AMA/D-11. Grand Lakes MC, Mendon. Info 419/795-4941.
TEXAS ROAD RACE
Moto Liberty. YSR 50 Gold Cup Series. Heart of TX Kartway, Waco. Info 214/242-6440.
WEST VIRGINIA ROAD RACE
WERA Series. Summit Point Raceway, Summit Point. Info 304/725-8444.

October 14

CALIFORNIA MOTOCROSS
NMA. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA HARE & HOUND
AMA/Viewfinders MC. Trick or Treat Team H & H. Charlie's Place, Red Mountain. Info 805/268-0705.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA TT SCRAMBLES
AMA/D-36. Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA MARATHON
AMA/D-36/ARA/Red Neck Roosters. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA ENDURO
AMA/D-36/Oakland MC. 20th Annual Jackhammer Enduro. Fouts Springs. Info 707/253-7585.
CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA GRAND PRIX
• GFI Doublecross/Top Gun GP. Perris Raceway, Perris. Info 714/371-6333.
DELAWARE MOTOCROSS
AMA/DE Motorsport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
• AMA/WorldSports. Florida Gold Cup C'ship Series. Gatorback Cycle Park, Gainesville. Info 813/822-8929.
FLORIDA ENDURO
AMA/FTR/SETRA C'ship Series//tallahassee Trail Riders. Capitol City Enduro. Apalachicola Nat'l Forest, Tallahassee. Info 904/877-4554.
GEORGIA MOTOCROSS
Hillbilly Hills MX, Roberta. Info 912/836-4234 or 788-0413.
ILLINOIS ENDURO
Cahokia Creek Dirt Riders, White City. Info 217/835-4579.
INDIANA HARE SCRAMBLES
AMA/D-15. Team HS. Red Fox TNT, Lynnville. Info 812/985-9459.
INDIANA ENDURO
Great Lakes Enduro Series. Lions Club/Mudobbers MC. Upland. Info 317/881-3789.
KANSAS HARE SCRAMBLES
KORR C'ship Series. Wichita. Info 316/945-8221.
KENTUCKY MOTOCROSS
Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
MARYLAND MOTOCROSS
AMA/Antietam MC. Hagerstown. Info 301/797-8686 or 797-1607.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Berkshire Mudsling. New Boston. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380 or 313/439-7735.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEVADA HARE & HOUND
AMA Nat'l C'ship Series/USA Promotions. Wells to Wendover. Info 208/726-7454.
NEVADA MOTOCROSS
Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEVADA MOTOCROSS
• CMC/Northern NV Dealer Challenge. Silver State MX, Carson City. Info 916/544-0548 or 702/883-1009.
NEW YORK SHORT TRACK
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/729-5395.
NEW YORK MOTOCROSS
WNYSC Series. Silvarole's Batavia MX, Batavia. Info 716/272-0741 or 594-0482.
NORTH CAROLINA MOTOCROSS
NAME Fall C'ship Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
NORTH CAROLINA MOTOCROSS
Silver Creek MX, Morganton. Info 704/584-2808.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO HARE SCRAMBLE
CRA. Team HS. Moto Sport Park, Milport. Info 216/823-6069.
OHIO HILLCLIMB
AMA Nat'l C'ship Series. Dayton MC, Oregonia. Info 614/891-2425.
OHIO HARE SRAMBLES
AMA/D-11/JTM Promotions. Milfield, Chauncey. Info 614/653-7395 or 797-2415.
OHIO HARE SCRAMBLES
Sunset Ramblers MC, Galion. Info 419/468-7228 or 756-8601.
OHIO MOTOCROSS
• AMA/D-11. Holeshot Hills MX Park, Cincinnati. Info 513/738-0307.
OKLAHOMA ENDURO
Black-Jack Enduro Circuit. Tulsa. Info 405/340-7478.
OREGON MOTOCROSS
MXNW Series. Albany MX, albany. Info 503/928-4474.
PENNSYLVANIA MOTOCROSS
AMA/D-5 State C'ship. Brownsville-Luzerne City Park, Brownsville. Info 304/594-1157.
PENNSYLVANIA MOTOCROSS
AMA/D-6 & 7. Happy Rambler MC, Bonneville. Info 717/633-7708.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Flying Dutchmen MC, Schuylkill Haven. Info 717/345-6340 or 345-8918.
PENNSYLVANIA TRIALS
AMA/D-6. White Rose MC, Spring Grove. Info 717/229-2621.
PENNSYLVANIA POKER RUN
AMA/D-6. Schuylkill County MC, Schuylkill Haven. Info 717/385-1460.
PENNSYLVANIA POKER RUN
AMA/D-6. Zinc City MC, Kresgeville. Info 215/681-4736.
PENNSYLVANIA POKER RUN
AMA/D-6. Harrisburg MC, Harrisburg. Info 717/233-0481.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Hell Hole Creek MX Park, Leesburg. Info 803/532-5778.
TENNESSEE MOTOCROSS
• Mega Series. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS SHORT TRACK/TT
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.
TEXAS HALF MILE/RALLY
AMA. Dallas. Info 817/488-9133 or 502/444-7593.
TEXAS MOTOCROSS
NMA/Domino's Pizza Fall Nat'l MX Series. Swan MX Park, Tyler. Info 214/660-6107.
TEXAS ENDURO
TX State C'ship Enduro Circuit/High Plains Enduro Circuit. Post Enduro, Post. Info 817/540-0094 or 806/795-1218.
TEXAS SHORT TRACK
AMA/6th Annual Harley-Davidson Rally/Vintage Dirt Track Racers Assn.

WHITE BROS
VETERANS WORLD MX CHAMPIONSHIPS
- November 3 & 4 - Perris Raceway, California -
Race Saturday or Sunday or Both - 2 Separate Races!
Classes for ALL Riders 25 years & older
- No Membership Required -
SATURDAY: 25-29, 30-39, 40-49, 50-up
SUNDAY: 25-29, 30-39, 40-49, 50-up, Vintage (AHRMA Rules), PRO
$4000 PRO PURSE!!!
MOTO PAYBACK 10 PLACES!
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Sunday Only
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Trans Cal MX Nat'ls (South)
Fri., Oct. 12 Ascot Fall Final #4
Sun., Oct. 14 Sunrise Fall Final #5
Fri., Oct. 19 Ascot Fall Final #6
Sun., Oct. 21 Barona Oaks Fall Final #7
Sun., Oct. 28 Sunrise Fall Final #8
CA (714) 261-6116

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WHEN and WHERE:

October 14	LACR MX
October 21	Glen Helen MX
October 28	LACR MX
Also Special Manufacturers Race **	
November 4	Sunrise GP
November 11	LACR MX
(Rain Date Nov. 18 Glen Helen)	

1991 CRC MEMBERSHIP AVAILABLE:

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Sat., October 27, 1990

★ AMA National Championship Reliability Enduro. New Course! Two Different Loops!
• Impound Friday Night Until Midnight. First Rider Out 7:00am Saturday
★ Watch The Post Race Dash For Cash On The Grass Track At Carson Valley Inn
• Impound, Grass Track And Start Area At Carson Valley Inn And Casino Minden, NV. 40 Miles south Of Reno On US 395.
• A,B, EXP & AM Two Loops Approximately 130 Miles.
• C, NOV, OVER 40, WOMEN One Loop Approximately 80 Miles

Information 702-831-0472 Days
702-849-2474 Evenings

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Will be held on the 3/8 MILE ASPHALT OVAL at SOUTH BOSTON SPEEDWAY, South Boston, Virginia

SAT. AFTERNOON, OCT. 20, 1990

600cc - Pro-Am - Junior - Expert

$10,000.00 PURSE **

12 EVENTS - ALL PRO RACES
*Including "B Feature" Dash for Cash
Sign Up 10 am - Practice 12 Noon - Race Time 2 pm
Adult Admission - $12.00
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For More Information 804-266-0076 Home
804-282-6664 Office
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THE RACE!! Illinois Cross Country Championship · 100% OFF ROAD RACING · BIKE BARN Racing · 1990 100 Miles XC

!! 100% Off Road Racing !!
October 20 & 21 - Morrison, IL
$2500 in Cash - Prizes - Awards
Information: (815) 778-3641

RACING ENT. MOTOCROSS
CARLSBAD RACEWAY
"Commotion By The Ocean"
October 27 & 28
(619) 484-1441

DE ANZA CYCLE PARK
1990 RACE SCHEDULE
100% PRO PAYBACK
Sun. Oct. 14 DRC MX
No Membership Required
Sun. Oct. 21 DRC Stadium Cross
No Membership Required
Sun. Oct. 28 DRC MX
No Membership Required
Sun. Nov. 4 DRC MX
No Membership Required
Park is open 7 days a week for MX practice & Open Trail riding 8:30 A.M. - 4:30 P.M.
MX TRACK IS PREPARED & WATERED EVERY SAT. FOR PRACTICE 7:30 A.M. - 5:00 P.M.
Sunday gates open: 6:30 A.M.
Practice 8:30 A.M. • Race Start 9:30 A.M.
Info: (714) 242-5840

GFI/PERRIS RACEWAY
1990 SCHEDULE

Sat., Oct. 13	GFI Super Sat. MX	Perris Raceway
Sun., Oct. 14	Double Cross/Top Gun GP	Perris Raceway
Sat., Oct. 20	GFI Super Sat. MX	Perris Raceway
Sat., Oct. 27	OT/OTHG Nationals	Perris Raceway
Sun., Oct. 28	OT/OTHG Nationals	Perris Raceway

(714) 788-5853

SRA GP California Schedule
Oct. 28 Glen Helen • Nov. 18 Carlsbad
No Membership Required
Info (714) 957-2985

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AMA Pro Racing: Don't Settle For Less! (614) 891-2425

TWO DAY IRON MAN MARATHON
Saturday, October 27 &
Sunday, October 28
Warrior Motocross Park Warrior, AL
For Informaiton Call:
Gary Ross (205) 669-4572 or 841-7224

CALENDAR

Devils Bowl, Mesquite. Info 918/445-0671.

VIRGINIA HARE SCRAMBLE
VA C'ship HS Series. Peninsula 100 Classic. Peninsula Trailriders Assn. Newport News. Info 804/877-0836.

WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-3595.

WASHINGTON MOTOCROSS
• CMC/Holeshot MC/Clicker Racing/SMC. Jolly Rogers, Kent. Info 206/859-0219.

WISCONSIN MOTOCROSS
AMA/D-16. Aztalan Cycle Clubgrounds, Lake Mills. Info 414/786-4420.

October 19

CALIFORNIA STADIUM MX
• CMC. MotoBowl, Sacramento Raceway Park, Sacramento. Info 916/363-2653 or 363-2645.

CALIFORNIA STADIUM MX
Cycleland Speedway, Chico. Info 916/342-0063.

CALIFORNIA ROUGH SCRAMBLES
AMA/D-36/ARA. Altamont Raceway, Tracy. Info 415/447-4610.

DELAWARE SHORT TRACK/SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.

TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.

TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

October 19-20

CALIFORNIA MOTOCROSS
• AMA/Spokes International Inc./American Suzuki Indoor MX. Arco Arena, Sacramento. Info 208/323-8685.

October 20

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.

CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.

CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.

CALIFORNIA MOTOCROSS
Club Moto Racing. Santa Clara PAL Track, Santa Clara. Info 415/846-1139.

CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.

FLORIDA MOTOCROSS/SAND DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.

GEORGIA SUPERCROSS
• Southern Supercross, Tunnel Hill. Info 404/397-2937.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630 or 994-9494.

GEORGIA SUPERCROSS
• Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.

GEORGIA SUPERCROSS
Wings & Wheels Promotions. Bremen MX, Bremen. Info 404/941-9864.

MASSACHUSETTS JR ENDURO
NETRA C'ship Jr Enduro Series. Sleepy Hollow Jr. Southcentral. Info 203/875-5757.

MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. The Sprout Patch, Billings. Info 417/744-2593.

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.

OHIO MOTOCROSS
CRA. Gran prix Raceway, Canal Fulton. Info 216/682-9231.

PENNSYLVANIA SHORT TRACK
AMA/D-6. Trail-Way Speedway, Hanover. Info 717/359-4310.

TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/573-5425.

TEXAS SHORT TRACK/TT
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.

TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.

VIRGINIA SHORT TRACK
• Jo Kelly Motorsports Pro Nat'l C'ship 600cc ST. South Boston Speedway, South Boston. Info 804/282-6664 or 266-0076.

October 20-21

CALIFORNIA DUAL SPORT
California Trail Rides Inyo 250 Two-Day Dual Sport Ride. Sierra Gateway Motel, Independence. Info 213/867-7429.

CALIFORNIA ROAD RACE
ARRA C'ship Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.

FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.

MICHIGAN MOTOCROSS
AMA/D-14. Moreland's MX Park, Stanton. Info 517/235-4105.

MICHIGAN MOTOCROSS
MRA. Baja Acres, Millington. Info 517/871-3356.

NEW JERSEY MOTOCROSS
• AMA/14th Annual Kawasaki MX Race of Champions. Raceway Park, Englishtown. Info 201/446-6331.

NORTH CAROLINA DRAGS
HDRA All Harley Drags Farmington Final. Farmington Dragway, Farmington. Info 919/229-4877.

OHIO SHORT TRACK
AMA/D-11. Grand Lakes MC, Mendon. Info 419/795-4941.

October 21

CALIFORNIA MOTOCROSS
• CRC. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.

CALIFORNIA STADIUMCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.

CALIFORNIA ENDURO
AMA Nat'l C'ship Series/Redding Dirt Riders. Pak Run, Redding. Info 916/223-1811 or 805/647-8745.

CALIFORNIA ENDURO
AMA/D-37 Qualifier. Ventura County MC, Cougar Butte, Lucerne. Info 805/485-2977.

CALIFORNIA MOTOCROSS
• CMC. Argyll Park, Dixon. Info 916/678-3592.

CALIFORNIA MOTOCROSS
AMA/D-36/ARA. Altamont Raceway, Tracy. Info 415/447-4610.

CALIFORNIA VINTAGE MX
• CRC/AHRMA West Series. L.A. County Raceway, Palmdale. Info 213/490-0012.

DELAWARE MOTOCROSS
• AMA/First State Racing. Delaware State Fairgrounds, Harrington. Info 302/678-2440.

FLORIDA MOTOCROSS
• AMA/WorldSports Florida Gold Cup C'ship Series. Dade City Raceway, Dade City. Info 813/822-8929.

GEORGIA MOTOCROSS
Echconnee MX, Macon. Info 912/788-8227 or 956-5420.

GEORGIA MOTOCROSS
Rough Riders MX Park, Rome. Info 404/234-7561 or 295-1901.

IOWA MOTOCROSS
K & C Racing, Inc. Berm Busters MX Park, Greenfield. Info 515/763-2461.

KANSAS MOTOCROSS
Midwest MX GNC Qualifier. Great Bend. Info 913/842-8272.

KENTUCKY MOTOCROSS
Pendleton County Rec. Park, Gardnersville. Info 606/472-3442.

LOUISIANA ENDURO
Sabine Enduro Circuit. Cajun 100 Nat'l. Forest Hill. Info 409/722-7926.

MASSACHUSETTS HARE SCRAMBLES
NETRA C'ship Series. Sleepy Hollow, Southcentral. Info 203/875-5757.

MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Griptwister. Wrentham. Info 203/875-5757.

MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.

MISSISSIPPI HARE SCRAMBLE
SERA H.S. Series. Bushwackers, Tupelo. Info 601/393-9639.

MISSOURI HARE SCRAMBLES
MO HS Series. Missouri Mudders, Potosi. Info 314/868-4128.

NEBRASKA MOTOCROSS
• Cornhuskers MX Circuit. Gibbon. Info 308/236-7672 or 234-5832.

NEVADA MOTOCROSS
• CMC/Northern NV Dealer Challenge. Silver State MX, Carson City. Info 916/544-0548 or 702/883-1009.

NEW YORK HARE SCRAMBLES
New York State HS Series. Square Deal Riders, New Berlin. Info 607/722-6195.

NEW YORK MOTOCROSS
WNYSC Series. Frozen Ocean MX Park, Auburn. Info 315/784-5466.

NORTH CAROLINA MOTOCROSS
NAME Fall C'ship Series. East Coast MX park, New Bern. Info 919/633-6194.

NORTH CAROLINA MOTOCROSS
Brasstown Fever MX, Brasstown. Info 704/837-8916.

NORTH CAROLINA HARE SCRAMBLE
SETRA C'ship Series. Brown Mountain HS. Brown Mountain Beach. Info 704/728-4049.

OHIO MOTOCROSS
CRA. Amherst Meadowlarks MC, Amherst. Info 216/988-9100.

OHIO HARE SCRAMBLE
CRA. Malvern Bun Buster HS. Malvern. Info 216/669-3504.

OHIO HARE SCRAMBLE
AMA/D-12 C'ship/D-14/Glass City MC. Delta Motorsport Park, Delta. Info 419/666-8413.

OKLAHOMA MOTOCROSS
NMA/Domino's Pizza Fall Nat'ls Series. Strictly Dirt MX Park, Oklahoma City. Info 405/745-9237.

OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.

OREGON MOTOCROSS
MXNW Series. Eugene MX, Eugene. Info 503/686-0661.

PENNSYLVANIA MOTOCROSS
AMA/D-6 & 7. Happy Rambler MC, Bonneville. Info 717/633-7708.

PENNSYLVANIA HARE SCRAMBLE
AMA/D-6. Flying Dutchmen MC, Schuylkill Haven. Info 717/345-6340.

PENNSYLVANIA MOTOCROSS
AMA/D-6. PA Trail Riders MC, Montoursville. Info 717/368-1718.

PENNSYLVANIA TURKEY RUN
AMA/D-6. Blue Comet MC, Skippack. Info 215/723-8518.

TENNESSEE MOTOCROSS
AMA. Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-3995.

TEXAS HARE SCRAMBLE
AMA/TRH. South TX HS Series. Bastrop. Info 713/351-7339.

TEXAS CROSS COUNTRY
TCCRA Series. Flying P, Weatherford. Info 214/790-1221 or 259-2479.

VIRGINIA HARE SCRAMBLES
VA C'ship HS Series. Picket's Charge. Tidewater Dirt Riders, Norfolk. Info 804/853-5277 or 488-6315.

VIRGINIA MOTOCROSS
AMA/D-29/ProSport MX. Carolina Fall Series. Wytheville. Info 703/228-3118.

WASHINGTON MOTOCROSS
• CMC/Holeshot MC/Clicker Racing/SMC. WA State C'ship, #7. Thurston ORV Park, McCleary. Info 206/859-0219.

WASHINGTON MOTOCROSS
MXNW Series. Washougal MX, Washougal Info 503/673-1671.

WEST VIRGINIA MOTOCROSS
• C & M Productions. Go-Mart Outlaw State C'ship Series. Birch River Raceway, Birch River. Info 304/872-2382 or 872-4242.

October 26

CALIFORNIA STADIUM MX
Cycleland Speedway, Chico. Info 916/342-0063.

CALIFORNIA STADIUM MX
• CMC. MotoBowl, Sacramento Raceway Park, Sacramento. Info 916/363-2653 or 363-2645.

DELAWARE SHORT TRACK/SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.

TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.

TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

October 27

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.

CALIFORNIA MX/AX/SX
Ventura Raceway, Ventura Fairgrounds, Ventura. Info 805/656-1122.

CALIFORNIA SUPERCROSS
AMA/D-36/ARA. Altamont Raceway, Tracy. Info 415/447-4610.

CALIFORNIA SHORT TRACK
• Dirt Sport Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-5823.

FLORIDA SHORT TRACK/MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630 or 994-9494.

GEORGIA SUPERCROSS
• Southern Supercross, Tunnel Hill. Info 404/397-2937.

GEORGIA SUPERCROSS
Wings & wheels Promotions. Bremen SX, Bremen. Info 404/941-9864.

GEORGIA SUPERCROSS
• Riverside SX, Calhoun. Info 404/928-3053 or 629-4450.

MASSACHUSETTS JR ENDURO
NETRA C'ship Jr Enduro Series. Tri-State Jr. Webster. Info 203/875-5757.

NEVADA ENDURO
AMA Nat'l C'ship Reliability Enduro Series. High Sierra MC, Minden. Info 916/577-6505.

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.

OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/625-9987 or 791-8970.

OREGON MOTOCROSS
MXNW Series. Woodland MX Track, Woodland. Info 503/667-5701.

OHIO MOTOCROSS
AMA/D-11/American Motorsports, Inc. Alexander Competition Riders clubgrounds, Albany. Info 614/596-2057.

TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/573-5425.

TEXAS SHORT TRACK/TT
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.

October 27-28

CALIFORNIA OFF-ROAD
So-Cal Off Road Riding Club 2nd Annual Rodeo. CORVA Benefit. Blu-In, Ocotillo Wells. Info 619/726-7398 or 1-800-248-5454, ext. 367.
CALIFORNIA MOTOCROSS
● Racing Ent. Commotion by the Ocean III. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
So. Cal. OTHG MX Nationals. Perris Raceway, Perris. Info 714/985-2954.
MICHIGAN MOTOCROSS
● AMA/D-14. Mustang Acres, Brighton. Info 313/229-9719.
MICHIGAN MOTOCROSS
MRA. Baja Acres, Millington. Info 517/871-3356.
OKLAHOMA MOTOCROSS
NMA/Domino's Pizza Fall Nat'ls MX Series. Ponca City MX Park, Ponca City. Info 405/762-3635.
TENNESSEE MOTOCROSS
● Honda Top Gun Showdown. Muddy Creek Raceway, Blountville. Info 615/323-5497.

October 28

CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA GRAND PRIX
SRA. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
● CMC. Great Northern Promotions. Prairie City SVRA, Sacramento. Info 916/489-3839.
CALIFORNIA TRIALS
ATA C'ship, Round #9/Technique Trials Club. All's Well Trial. Stoddard Valley. Info 213/259-6631.
CALIFORNIA HARE & HOUND
● AMA/D-37/100's MC Best of the West H & H. Johnson Valley. Info 714/778-3674.
CALIFORNIA ENDURO
AMA/D-36/CA Enduro Riders Assn. Family Enduro. Foresthill. Info 415/283-5135.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. No Whimp Kamakize. Kamakize Hot Nuts, El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
DELAWARE ENDURO
ECEA C'ship Series. Delaware Enduro Riders, Bear. Info 302/834-4411.
FLORIDA MOTOCROSS
AMA/WorldSports. Florida Gold Cup MX Series. MX of Marion County, Reddick. Info 904/591-2050 or 5591-2377.
GEORGIA HARE SCRAMBLES
SETRA C'ship Series. Corn Cob 50. Dahlonega. Info 404/532-6832.
ILLINOIS ENDURO
Great lakes Enduro Series. Polo White Pines, Polo. Info 708/365-6842.
ILLINOIS HARE SCRAMBLES
AMA/MO H.S. Series/Belleville Enduro Team. Belleville. Info 618/277-DIRT.
INDIANA MOTOCROSS
Haspin Acres, Laurel. Info 513/772-2803 or 661-8954.
INDIANA HARE SCRAMBLES
Northern Indiana HS Series. Plymouth. Info 219/831-2345.
INDIANA MOTOCROSS
AMA/D-15/Hoosier Hilltoppers. Hoosier Hilltoppers clubgrounds, Uniontown. Info 812/522-1522.
KANSAS HARE SCRAMBLES
KORR C'ship Series. 2-Man H.S. Wichita. Info 316/945-8221.
KENTUCKY HARE SCRAMBLES
Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
KENTUCKY MOTOCROSS
Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
MARYLAND HARE SCRAMBLES
AMA. Antietam MC, Hagerstown. Info 301/797-8686 or 797-1607.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Tri-State Enduro. Oxford. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
MISSISSIPPI MOTOCROSS
GNC Qualifier/Mid-South MX Assn. Cedar Lake MX Park, Byhalia. Info 901/386-3256.
NEVADA MOTOCROSS
● CMC. Northern NV Dealer Challenge Series. Silver State MX, Carson City. Info 916/544-0548 or 702/883-1009.
NEVADA MOTOCROSS
Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEW YORK MOTOCROSS
WNYSC/Palmyra Racing Assn. Palmyra. Info 716/624-3706.
NEW YORK MOTOCROSS
AMA/D-3. Broom-Tioga Sports Center, Binghamton. Info 607/648-4997.
NEW YORK HARE SCRAMBLE
AMA/ELIMC. Manorville. Info 516/752-0944.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO HARE SCRAMBLE
CRA. Mansfield MC, Mansfield. Info 419/524-1347.
OKLAHOMA ENDURO
Black-Jack Enduro Circuit. Oklahoma City. Info 405/340-7478.
OREGON MOTOCROSS
MXNW Series. Albany MX, Albany. Info 503/928-4474.
PENNSYLVANIA SCRAMBLES
● AMA/D-6. E. PA Piston Poppers MC, Thorndale. Info 215/269-3661.
PENNSYLVANIA TRIALS
AMA/D-6. Candytown MC, Harrisburg. Info 717/232-5863.
PENNSYLVANIA TURKEY RUN
AMA/D-6. Turnpike Ramblers MC, Carlisle. Info 717/249-8849.
PENNSYLVANIA TURKEY RUN
AMA/D-6. Lebanon Valley MC, Lebanon. Info 717/272-6896 or 270-9797.
PENNSYLVANIA TURKEY RUN
AMA/D-6. Pagoda MC, Birdsboro. Info 215/582-3717.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hideaway MX, Shippenssburg. Info 717/423-6653.
PENNSYLVANIA MOTOCROSS
AMA/D-5/Bellco. Steel City Raceway, Delmont. Info 304/594-1157.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV, Richland. Info 509/837-3595.
WEST VIRGINIA CROSS COUNTRY
AMA/Wiseco/Yamaha/Yokohama GNCC. Hardrock 100, Bunner Ridge. Info 304/594-1157.

Oct. 31-Nov. 4

GEORGIA ROAD RACE
WERA Grand National Finals. Road Atlanta, Braselton. Info 803/681-9372.

November 2

CALIFORNIA SCRAMBLES
AMA/D-36/ARA. Rough Scrambles. Altamont Raceway, Tracy. Info 415/447-4610.
DELAWARE SHORT TRACK/SUPERCROSS
● Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-0815.

November 3

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
CALIFORNIA MTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
Club Moto Racing. Santa Clara PAL Track, Santa Clara. Info 415/846-1139.
CALIFORNIA SHORT TRACK
● R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA GRAND PRIX
● MTEG Off-Road C'ship GP, Final round. Candlestick Park, San Francisco. Info 714/938-4100.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Wings & Wheels Promotions. Bremen SX, Bremen. Info 404/941-9864.
GEORGIA SUPERCROSS
● Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA SUPERCROSS
● Southern Supercross, Tunnel Hill. Info 404/397-2937.
MASSACHUSETTS JR ENDURO
NETRA Steerage Rock Jr. Brimfield. Info 203/875-5757.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. The Sprout Patch, Billings. Info417/744-2593.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 1-800-EAT-DIRT.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WYOMING ARENACROSS
Motorsports of America. Casper Event Center, Casper. Info 1-800-544-8714.

November 3-4

ARIZONA DRAGS
● Dragbike USA! Nat'l C'ship Series. 13th Annual Western Finals. Firebird Int'l Raceway Park, Phoenix. Info 315/735-1661.
CALIFORNIA MOTOCROSS
● White Bros./GFI Vet World MX C'ships. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA HILLCLIMB
Southern California Hillclimbers World C'ship Hillclimb. DeAnza Cycle Park, Moreno Valley. Info 714/545-7084.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
NEW MEXICO HARE SCRAMBLES
New Mexico Desert Racing Assn. Socorro Valley. Info 505/898-6606.
TEXAS ENDURO
Texas State C'ship Series/Sabine Enduro Circuit. Red River Enduro #1 & #2. Muenster. Info 817/347-8123 or 409/722-7926..

November 4

ALABAMA ENDURO
AMA/SETRA/SERA/Perry Mountain MC. Gobbler Getter Enduro. Reynolds Pasture, Maplesville. Info 205/872-4286 or 872-0619.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

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City/Town: _____ State: _____

Phone number (with area code) ( ) _____

Your name: _____

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Sun. Oct. 28 MX LA County Raceway
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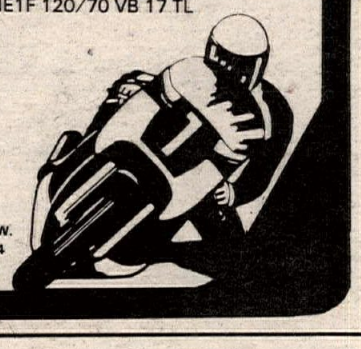

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WANT ADS

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New Jersey Dealership
Yamaha Honda dealer needs Journeyman Mechanic. Good pay, benefit package to experienced person with own tools. MT. HOLLY YAMAHA HONDA, Mt. Holly, NJ. (609) 267-2123. (341-42)

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JT RACING wants aggressive, self-motivated people to help sell our great line of products. Territories available throughout the U.S. Contact Bob Wiggins at (619) 421-2660. CA. (141-42)

Cycle News Dealer Rep
Aggressive telemarketing person is needed to complete the Cycle News sales staff. Job description: Calling to set-up motorcycle & watercraft dealerships with our publications. Salary, comission, benefits and travel. 9:00 a.m. to 5:00 p.m. (213) 427-7433. CA. (540-44)

Immediate Opening
Assistant Parts Manager with large Honda dealership. Work with Parts Manager, room for advancement. Excellent pay and benefits. Send resume to: HONDA PENINSULA, 1289 W. El Camino Real, Sunnyvale, CA 94087. Attn: Brad. (408) 245-7840. (241-44)

Sales-Service-Clerical
Orange County Kawasaki Honda dealer looking for motivted individuals to work in Sales, Service and office. Top salary and benefits. Call Chris, (714) 722-7436. CA. (341-42)

Harley Service Tech Needed
By British authorized Harley-Davidson dealer. Approx 4 months starting Nov/Dec. Mature, motivated person with minimum 2 years service at senior level. Negotiable wages, will include living expenses and use of vehicle. Contact Larry at (512) 462-0873. TX. (341-42)

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Mechanic Wanted
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Experienced H-D Techs Wanted
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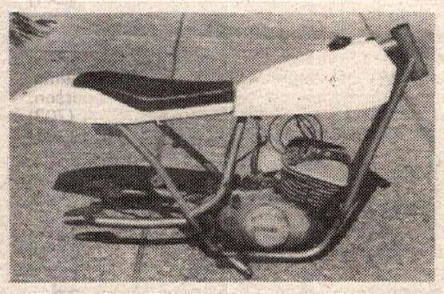

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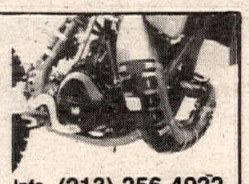

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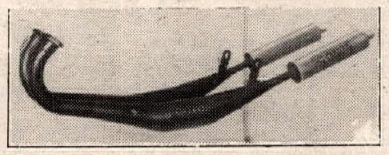

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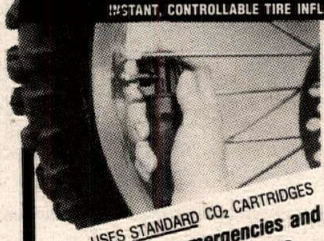

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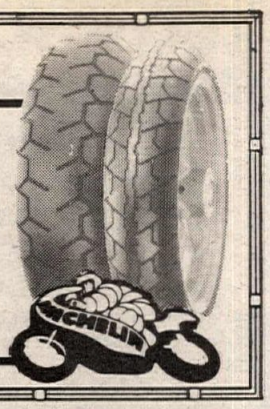

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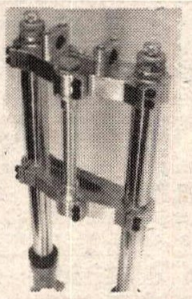

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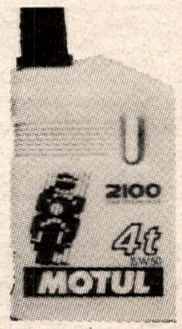

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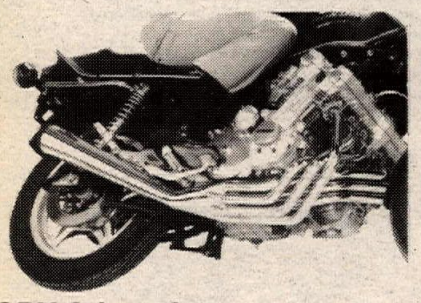

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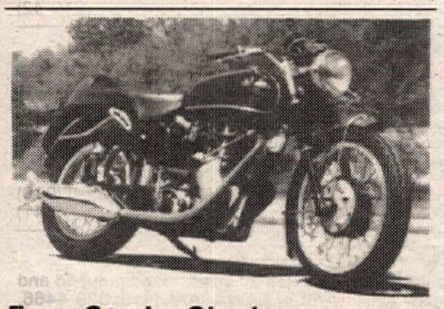

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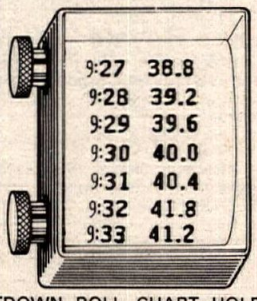

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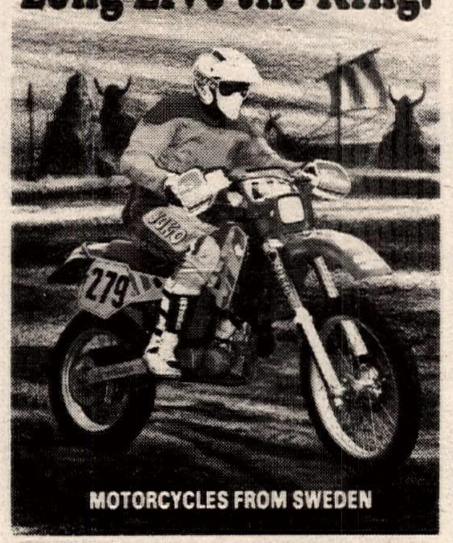

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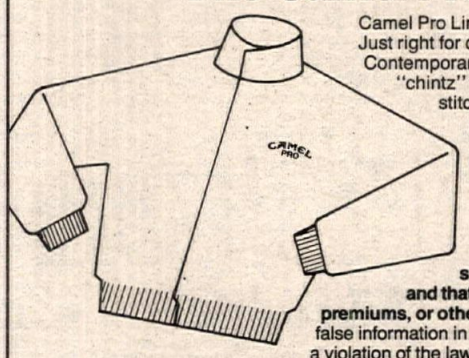

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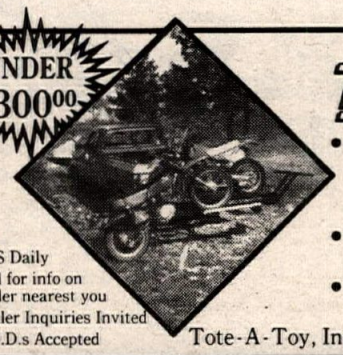

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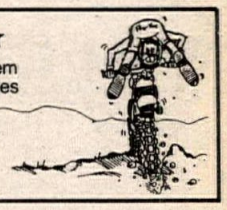

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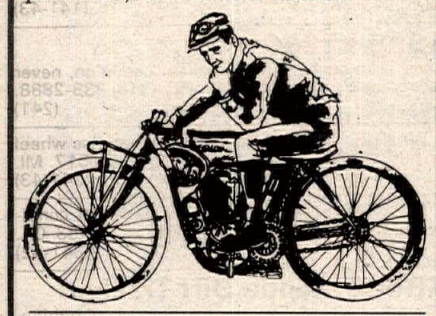

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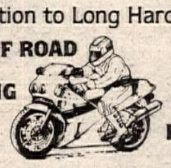

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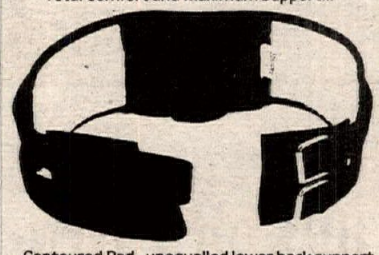

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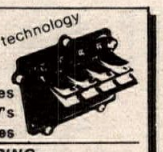

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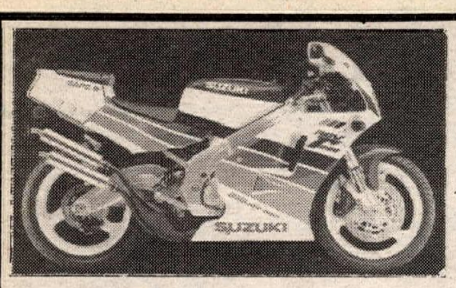

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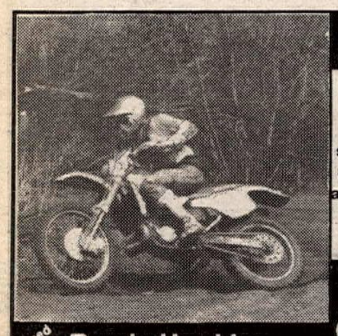

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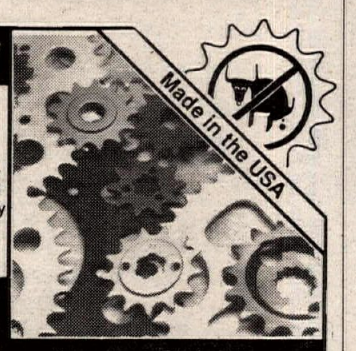

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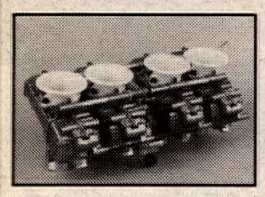

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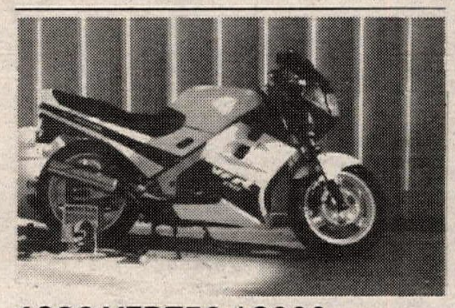

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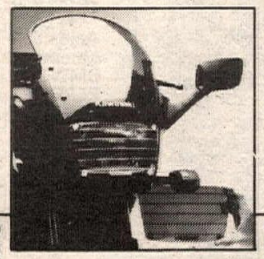

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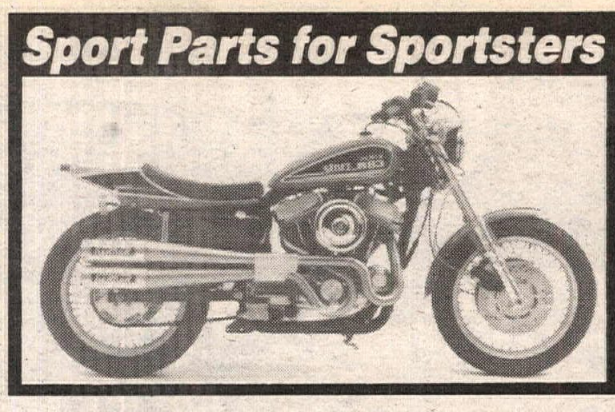

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OFF-ROAD Governor's Cup Flat River GP

Many of the locals lent a helping hand at the Flat River GP, as one of five checkers prepares to mark a rider's scorecard.

California's Ron Naylor won the Governor's Cup and the Gale Halbrock Memorial Trophy for taking the overall win. He is the event's first two-time winner.

Continued from page 24

and I didn't pass a bunch of people, so they must've dropped out from bike troubles or something. I haven't ridden since April, so I'm not in the best of shape."

"I followed Kurt Hough for half of the first lap," said Summers, "then I got around. Then I led for three-quarters of a lap until I took a wrong turn and Naylor got by. I never got him back after that.

"It was so dusty and fast that it was tough to get somebody like Naylor back," said Summers. "I was going to try him in the woods but I never got the chance. He was going but good. Anyway, in the third lap a guy crashed in front of me and I hit his bike and bent my front rotor. After that I was just cruising. I couldn't go fast in the woods without a front brake. But even with a brake I don't know if I would have caught Naylor."

Tim Newell, riding a Honda CR250, was three minutes behind Summers for fourth overall and also picked up enough points to win the Expert class in the Missouri Hare Scrambles Championship Series. Newell said, "This is a grueling race, there's no place to rest up. The first four laps I was okay, but the last lap I was just riding to finish."

Yamaha rider Rusty Reynaud won the Grand Prix in 1986 and had a chance to repeat in '89 but crashed and broke a collarbone. This year he finished fifth overall, 21 minutes down, the victim of minor mishaps.

"I had a fair run except for the first lap," said Reynaud, "I got lost. Then I had a split fuel line, but I was able to shorten it up and get going again. After that everything went well but I had lost too much time."

Husaberg-mounted Greg Surdyke finished 31 seconds ahead of Jim Stanfield's Kawasaki 250 for sixth overall and was surprised.

"I had a rough first lap and I thought I would finish about 20th, but they said sixth overall and I'm happy."

Chris Nesbitt and Chris Huff continued their year-long battle for supremacy in the 125cc class wiht Nesbitt getting the nod and the points.

Al Hejlek aced the 200cc class over fellow Kawasaki rider Keith Kibart. Hejlek also picked up a second place in the Vintage Senior Men 500cc class Saturday.

Gary Adams beat out Scott Marten for the number one slot in the 250cc class by 35 seconds and the pair went 9-10 in the overall standings.

Chad Busenbark won the Open class with a big-bore Yamaha and finished eighth overall, 27 minutes off the pace.

Chris Graber and Tim Surdyke were less than a minute apart at the finish line in the Four-Stroke class.

"I couldn't believe it," said Tim Surdyke. "I got knocked down crossing Flat River. I don't know how deep the water was but it was less than a foot, and there's my air box laying right in the water. I lost about 15 minutes drying things out."

Charlie Burk and Charles Golbrith finished 1-2 in the Super Senior class, but it was the sweet taste of accomplishment that went to third-place finisher Don Hough, who is the father of Team Kawasaki riders Aaron and Kurt Hough. Both Aaron and Kurt suffered problems and were forced to drop out.

"Boys," Don said, "I always finish and that's why I get the big money."

Dick Mann, ageless throttle genius of the Rolling Thunder area, won the Vintage race for the second year, aboard a Carl Donaldson BSA Goldstar. Adrian Moss was second as well as the Senior Men 500cc class winner, riding a 500 BSA.

"I don't know when I took the lead," said Mann, "but I think it was at the start of the second lap down the straight in front of the pits. The race was a little tighter than last year and the weather wasn't cooperating. It was so dusty. But it was still a good race and the dust isn't so bad when you run out front.

"Keep in mind that these races are Sportsmen races in the truest sense," said Mann. "We are riding for fun. We're riding to win but we don't *have* to win. It's not like when there's money involved. Put up a purse and it's a different game."

"I ride a 1953 350 Goldstar on the West Coast in the Premier Lightweight series," said Mann. "There are eight motocross race series in the West and I make two or three in the East, if I can, and I do six or seven vintage trials on the West Coast. Each year vintage motorcycle races get bigger and bigger. There are a lot of guys that have these machines laying around in their garages and they don't need much of an excuse to go racing."

Moss, British 500cc Grass Track Champion in 1972, 73, 74 and 76, said, "Mann got away right at the start, and in the dust I couldn't catch him. He was away and then I spent the rest of the day trying to catch him, but he just had too much of a lead and I couldn't do it."

Chris Caplinger, Black Jack Enduro leader, was running second aboard a 250 Bultaco until he fell and broke the petcock and ran out of gas.

"I think I'll leave the vintage riding to my dad," said Caplinger, "These machines handle strange." Chris' dad, Bob Caplinger, kept his 500 BSA upright and placed third in the Senior Men 500. Al Hejlek was second. CN

Results

O/A GP: 1. Ray Naylor (ATK); 2. Tony Hendon (Yam); 3. Scott Summers (Hon); 4. Tim Newell (Hon); 5. Rusty Reynaud (Yam); 6. Greg Surdyke (Hbg); 7. Jim Stanfield (Kaw); 8. Chad Busenbark (Yam); 9. Gary Adams (Suz); 10. Scott Martin (Yam).

125: 1. Chris Nesbitt (Kaw); 2. Chris Huff (Hon); 3. Shawn Taylor (Hon); 4. Rod Carrier (Kaw); 5. Bryan Wessen (Kaw).

200: 1. Al Hejlek (Kaw); 2. Keith Kibart (Kaw); 3. Greg Stallman; 3. Tim Carhron; 4. Gene Thurman.

250: 1. Gary Adams (Suz); 2. Scott Marten (Yam); 3. Rick Horton (Yam); 4. Kenny Olson (Hon); 5. Don Duckett (Hon).

OPEN: 1. Chad Busenbark (Yam); 2. Michall Daugherty (ATK); 3. Dave Osborn (Hon); 4. Mike Turpin (ATK); 5. Roger Crew (Yam).

4-STRK: 1. Chris Graber (ATK); 2. Tim Surdyke (HSB); 3. John Vanek (Hon); 4. Mike Heavens (Suz): 5. Steve Underwood (HSB).

SR: 1. Bob Caplinger (ATK); 2. George Lawson (ATK); 3. Evertt Shinault (Hon); 4. Bill Duffner; 5. Gary Mayfield (KTM).

S/SR: 1. Charlie Burk (Hon); 2. Charles Golbrith (Hus); 3. Don Hough (Kaw); 4. Bob Pike; 5. Benny Adams (Kaw).

BEG: 1. Joseph Steven; 2. Aaron Copeland; 3. Bruce Clark; 4. Cliff Davis; 5.Tom Schultz.

VINT: 1. Jess Losewell (Hus); 2. Steve Yarbough (Pen).

JR: 1. Jimmy Deeun (Hon); 2. Joshua Glenn (Kaw); 3. Chris Theele (Kaw); 4. Shawn Meirrett (Hon); 5. Ryan Pertle (Hon).

VINT O/A: 1. Dick Mann (BSA).

OT: 1. Dick Mann; 2. Jean Ramsey; 3. Jesse Laswell; 4. John Worden; 5. Larry Gilleland; 6. Harold Hazel.

SPTSMN 125: 1. Rick Jones; 2. Ted Phillips; 3. Mike Morris; 4. Dale Schmutzler; 5. Mike Thebold.

SR MEN 250: 1. Steve Sege; 2. Richard Clark; 3. Kevin Huylsey; 4. David McGuire; 5. Richard Herman.

SR MEN 500: 1. Adrian Moss; 2. Al Hejlek; 3. Bob Caplinger; 4. Steve Underwood; 5. Ron Meek.

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NY State C'ship
Schenectady, NY
Sept. 23
By Larry Dagostino

MINI 50	
Franky Keeley	Yam
Billy Stillwell	Yam
Scott Morrison	Yam
MINI 60	
Matt Murray	Kaw
Aaron Creamer	Kaw
MINI 80	
Morgan Coolbeth	Kaw
Mark Gourlay	Kaw
Aaron Creamer	Yam
Matt Murray	Kaw
Matthew Keeley	Yam
SR A	
Paul Normandin	Yam
Norman Lavioltte	Kaw
Mark Kurytkowski	Rtx
SR B	
Peter Desantis	Kaw
Joe Gould	Hon
Charles Suprenant	Bul
David Coolbeth	Yam
John Laviolette	Yam
250 EX	
Duane Veeder	Rtx
Kenny Dahlin	Hon
William Adams	Hon
Scott Snoop	Oss
Rob Gette	Suz
125 EX	
Bill Newkirke	Hon
Kenny Dahlin	Hon
Paul Normandin	Yam
SPTSMN	
Scott Snoop	Rtx
William Adams	Rtx
Rob Gette	Rtx
125 AM	
Donald McGirr	Hon
Joe Meier	Hon
Stan Nittiskie	Hon
Mark Gourlay	Kaw
Jason Fuller	Yam
250 AM	
Norm Laviolette	Kaw
Joe Meier	Hon
David Gamble	Hon
Mike Clark	Yam
Morgan Coolbeth	Kaw
OPEN AM	
Joe Meier	Rtx
Richard Eisinger	Hon
Joseph Gould	Hon
Keith Chandler	Yam
Charles Suprenant	Bul
OPEN EX	
Roger Durkee	Hon
Duane Veeder	W-R
Scott Snoop	Rtx
Bill Newkirk	Hon
Kenny Dahlin	Rtx

Motocross
Carlsbad Raceway
Carlsbad, CA
Sept. 15
By Robert Failing

80 BEG	
Joshua Amaradio	Hon
Brian Rodriquez	Suz
Colin Eberly	Hon
Joel Kiesel	Suz
Alex Schlaefli	Kaw
125 BEG	
Mike King	Hon
Chris Hughey	Hon
Dave Teague	Suz
Rob Brown	Suz
Mike Shotwell	Hon
250 BEG	
Dustin Northrip	Hon
Cameron Steele	Suz
Joe Adlesh	Hon
Les Simmons	Suz
Troy Archer	Yam
25-29 BEG	
Dave Burgess	Hon
Becky Kukla	Kaw
Scott Ball	Hon
OT BEG	
Ron Kauble	Yam
VET BEG	
Jim Holmquist	Yam
Bruce Forinash	Yam
Tom Eberly	Hon
John Owen	Suz
Darrel Lizzle	Hon
80 JR	
Malcolm McCassy	Suz
125 JR	
Shay Fretwell	Suz
Ty Kady	Kaw
Robert Praytherr	Yam
Michael Napoli	Hon
Bret Milan	Hon
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Tony Amaradio	Yam
250 PRO	
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60 minutes.

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RJ returns from injuries to score first outdoor win of the season, but not without a fierce battle with Stanton. Kiedrowski repeats '89 victory in 125 action.

(#151) 1990 Sacramento MX Nationals
Team Kawasaki's Jeff Ward and Suzuki's Guy Cooper put on a thrilling show for the 14,102 fans attending the 22nd Annual Hangtown Motocross Classic at northern California's Prairie City OHV Park as they battle their way to the overall victories in the 250 and 125 Nationals.

(#152) 1990 Axton MX Nationals
Jeff Ward earns the victory over Bradshaw and Stanton at the high-speed Lake Sugar Tree MX Park; Bayle battles with Cooper for the 125 class win.

(#153) 1990 Mt. Morris MX Nationals
Yamaha's Damon Bradshaw settled the score with Jeff Ward when he won the second moto to claim the 250cc National victory at High Point Raceway. Bayle takes 125cc win with come-from-behind rides in both motos.

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Highlights of the most exciting supercross duels ever. Includes 1986 Anaheim Supercross (RJ vs David Bailey), 1987 LA Coliseum (RJ passes entire field to beat Guy Cooper), and 1988 Pontiac Supercross (RJ vs Jeff Ward, as Ward gets stuffed into the Motovideo cameraman). 60 minutes from Motovideo.

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Follow Jeff Stanton on the road to glory throughout the 1989 AMA Supercross series. By Motovideo.

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True life story of one of America's greatest racers. Rare photos, boyhood race films. By Despain Associates. 60 minutes.

(#53) Toughest Race I Ever Won
Bubba Shobert wins for Honda, then tells you how. Thrilling 6-rider duel to a photo finish. 60 minutes by Despain.

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Parker takes the clear win over an unbelievable race in the pack for second between 8 riders. By Despain Associates.

(#202) 1990 Springfield (Spring) Mile
Scotty Parker breaks away from a 7-rider battle to score an impressive win. Slow-motion replay of rookie Andie Huff's amazing end-over-end crash. Morehead taps Keith Day at 130 mph, and tangles with Ingram in the last-lap battle for the runner-up spot. By Despain Associates.

(#203) 1990 Louisville Half-Mile
Chris Carr shatters the record for 20 laps on the rugged limestone oval. Slow-motion footage of crashes by Atherton and Ingram, and inside the pits as the Camel Pro riders prepare for combat. By Despain Associates.

(#204) 1990 DeQuoin Mile
Spectacular footage of DuQuoin qualifying heats, semis, and LCQ up through the rained-out 2-lap final includes great racing action including Doug Davis' bone jarring crash. Special bonus coverage of the Hagerstown Half-Mile. From Despain Video.

(#205) 1990 Peoria TT
Chris Carr wins Peoria so much, some say he "owns" this classic event - now you can own the video. Spectacular coverage of the action, including slo-mo replays of the semi-finals and main event crashes. From Despain Video.

(#206) 1990 Springfield Fall Mile
Scotty Parker wins, takes over points lead as Carr suffers an oil leak and black flag after leading much of the race. Ronnie Jones & Jay Springsteen make it to the winners circle. From Despain Video.

(#78) The American Express
A review of the 1988 FIM World Road Racing 500cc Championships — All 15 races from Japan to Brazil in 60 minutes. Eddie Lawson wins Number One, but Wayne Gardner, Kevin Schwantz and Magee, Wayne Rainey and Randy Mamola made it hard to do. From Motovideo.

(#79) Australian RR GP 1989
Gardner homes in, Freddie Spencer returns, and all the fastest guys on the fastest bikes in the sport. 60 minutes. From Motovideo.

(#80) Japanese RR Grand Prix 1989
60 minutes. All the action. Cheaper than tickets and no ships. From Motovideo.

(#81) United States Grand Prix 1989
From Laguna Seca. Glory for Wayne, near tragedy, plus the fantastic sidecars in action. From Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. See all the action! "Better than being there!" This is not the NBC version - 6 cameras, more racing action! 60 minutes. By Motovideo.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#80A) 1990 Japanese RR Grand Prix
Rainey shows 'em his back in Japan; Schwantz recovers to finish third after crashing behind Gardner. Lawson starts season with crash. By Motovideo.

(#81A) 1990 USGP Laguna Seca
Rainey races clear of crash-fest at Laguna. Tremendous battle with Schwantz until turn 11 seals his fate. Excellent 250cc class action with Kocinski, Roth & Zeelenburg. By Motovideo.

(#82A) 1990 Spanish RR Grand Prix
Gardner ends drought with win at Jerez in front of 170,000 people. Kocinski wins "best race I ever had" by a whisker over Cadalora. By Motovideo.

(#83A) 1990 Italian RR Grand Prix
Team Yamaha Marlboro Roberts dominates the day as Americans Rainey and Kocinski win at Misano. By Motovideo.

(#84A) 1990 West German RR Grand Prix
Texan Schwantz walks away from field in first '90 GP win at Nurburgring Circuit. By Motovideo.

(#85A) 1990 Austrian RR Grand Prix
Tight action as Schwantz wins at Salzburgring by ½ second over Rainey, and Cadalora leads 5 riders across line within same second. By Motovideo.

(#86A) 1990 Yugoslavian RR Grand Prix
Rainey wins in less than ideal conditions as Schwantz & Mackenzie slice through the pack. Seven-rider duel in 250cc class is marred by tragedy as Reinhold Roth is injured in a major pile-up. By Motovideo.

(#87A) 1990 Dutch RR Grand Prix
Schwantz tames Rainey for the Texan's 3rd GP win of the season at the 60th Annual Dutch TT at Assen. Lawson & Gardner return to action. Thrilling 250cc action between Kocinski, Cardus, and Cadalora. By Motovideo.

(#88A) 1990 Belgian RR Grand Prix
The Marlboro Roberts Yamaha dream team dominates as Rainey and Kocinski win their classes at the rain-soaked Spa-Francorchamps circuit. Mamola crashes after working up to third. By Motovideo.

(#89A) 1990 French RR Grand Prix
Schwantz turns up the heat with a spectacular win at LeMans, as Cardner turns in a gritty performance over Rainey for the runner-up spot. Points race in 250cc tightens as Kocinski crashes, Cardus wins over Cadalora. By Motovideo.

(#90A) 1990 British RR Grand Prix
Kevin Schwantz defeats Rainey for the Texan's 5th 500cc GP win of the season; Kocinski crashes at the Donington Park circuit, handing the 250cc points lead to Carlos Cardus. From Motovideo.

(#91A) 1990 Swedish RR Grand Prix
Wayne Rainey defeats Lawson & Gardner as Schwantz crashes out at the Anderstorp circuit; Carlos Cardus narrowly defeats John Kocinski after a frantic race. From Motovideo.

(#92A) 1990 Czechoslovakian RR Grand Prix
Wayne Rainey captures the win and his first 500cc World Championship in style at the Brno, Czechoslovakia circuit. Cardus and Kocinski take the 250cc honors for the day after a heated battle on the track. From Motovideo.

(#93A) 1990 Hungarian RR Grand Prix
Australian Michael Doohan wins his 1st ever 500cc Grand Prix at the Budapest Hungaroring circuit over Lawson & Schwantz, as John Kocinski proves victorious to stay in the 250cc points chase. From Motovideo.

(#94) Isle of Man 1989
A new King of the Island. Steve Hislop pushes the out-right record to over 121 average speed, six times around the famous 37.7 mile course. See it yourself from all the best locations and the air! 60 minutes. From Motovideo.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! Guaranteed to entertain everybody! 60 minutes. By Motovideo.

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Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Motovideo.

(#14A) 1990 North American Speedway Final
See which four riders qualify to go on to the World Individual Speedway Championships. By Raz Video.

(#102) Speedway Ice World Championships 1990
The Budweiser Indoor Speedway Ice Racing Championship in Tucson, AZ in January, this is a good look at the fun, fast, studded tire sport. From RAZ Video.

(#47) The American Experience: East & West 1988
Lake George Rally plus Americade Rockies, the Colorado rally in two touring paradises. 90 minutes by Despain.

(#48) Americade 1987
Sixty minutes, blowout priced. Hilarious! From Despain Associates.

(#49) Best of Motorweek
Dave Despain's "Dream Tape." Great moments on 2 and 3 wheels from the weekly ESPN show "Motorweek Illustrated." 40 minutes.

(#104) Sturgis '89
The 49th annual Black Hills Classic including dirt track, hillclimbs, drag racing and, of course, bikes & bikers, including Willie G. Davidson and a classic Malcolm Forbes. 57 minutes from Progressive Design.

(#106) Daytona '90 — "A Ride on the Wild Side"
The foremost Cycling Event in the World! Ten days of fun in the sun at the fabulous Daytona Beach, FL. See the bikes, races, personalities and much more. Lots of Main Street action. By Progressive Design.

(#107) Racing America Volume One
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The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clera understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video - I'm No Chicken!"
Follow "the Chicken" Jefff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. Great footage of the Chicken fro his supercross performances and Mammoth, too. 60 minutes of entertainment from Motovideo.

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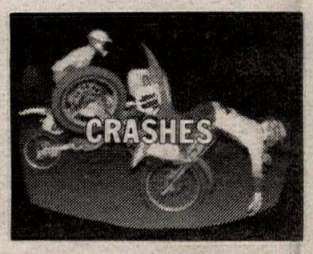

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